

The

TECHNOLOGY

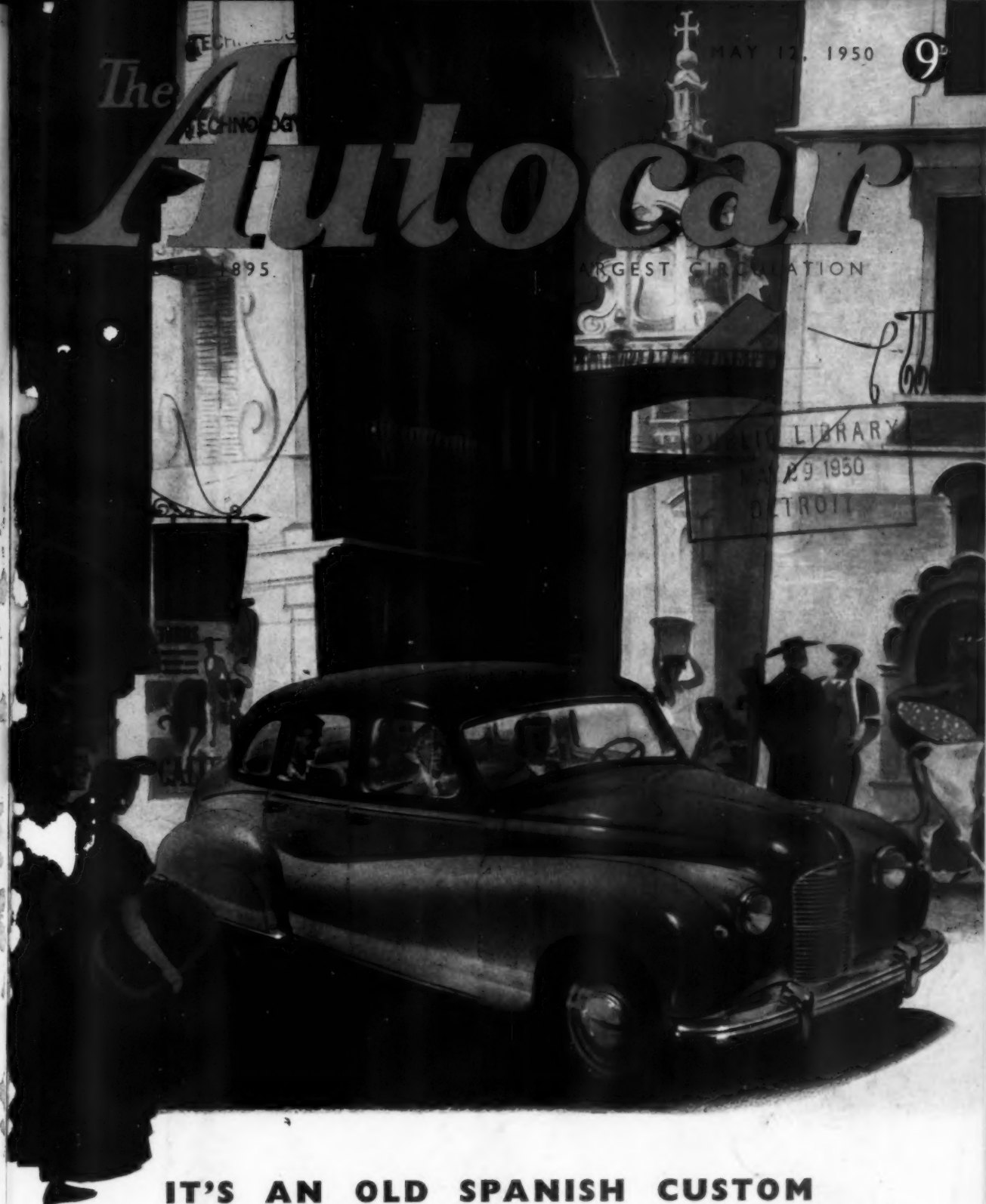
MAY 12, 1950

9

Autocar

1895

LARGEST CIRCULATION



IT'S AN OLD SPANISH CUSTOM

It has long been a habit of Spanish motorists to enthuse over their Austins . . . and the arrival of the A70 'Hampshire' was a new occasion for rejoicing. They have found that this car is always a joy

to ride in ; it is good looking, smooth running—built for comfort *and* speed.

So it goes on—the A70 travels in triumph throughout the world as one of the best of Britain's exports.

AUSTIN—you can depend on it!

THERE ARE NO FINER BRAKES
IN THE WORLD . . . THAN

GIRLING

THE BEST BRAKES IN THE WORLD

THE BIGGEST ORGANISATION OF ITS KIND IN THE BRITISH INDUSTRY

*A plain statement—proved by the
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Commercial Vehicle manufacturers who
fit these Brakes as Standard Equipment.*

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KINGS RD. TYSELEY BIRMINGHAM ENGLAND GRANGE WORKS CWMBRAN MON. S. WALES



THEN *Hands Up!* Now **BREAKDOWN**

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For efficient Specialised Maintenance Service take your car to the Garage displaying the **TECALEMIT** Target and Arrow Sign.



THE MAIN POINTS OF **TECALEMIT** SERVICE

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| <p>1 CHASSIS: New Lubricant injected into the heart of EVERY Bearing, forcing out old dirty grease.</p> <p>2 SPRINGS: Every leaf sprayed with Graphite Penetrating Oil. Body squeaks eliminated.</p> <p>3 ENGINE, GEAR BOX & BACK AXLE: drained, flushed and refilled with correct grade of oil, and oil filter elements examined and renewed when necessary.</p> <p>4 BODYWORK: Washed and polished. Metal work, screen and windows polished.</p> | <p>5 BRAKES & STEERING: Carefully inspected, adjusted and tested.</p> <p>6 TYRES: Inspected for cuts and wear; inflated to right pressure. Storage battery tested and "topped up."</p> <p>7 RECORD: Every job recorded in a special book provided—proof of work well and thoroughly done.</p> <p>8 REMINDER: You are informed by mail when your car is again due for Tecalemit Service.</p> |
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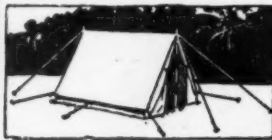
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NOW
READY**
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Model	Long	Wide	High	Walls	Carr.	Price
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3in. LATHES. Sliding, surfacing and screw-cutting. Compound slide-rest, set over tail stock. Hollow Mandril. Complete with set of screw cutting gears. Only limited number available—Cannot be repeated. Carriage extra **£22/10/-**.

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W th handle. 2-ton lift. Closed 6in. Open 14in. Post 1/3. **50/-**

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All chrome plated, with bulb. Please slide-rest. 4 1/2in. diameter front. Postage 1/3. **63/-**

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20 x 1,000 lb. thick. 53in. x 24in. .13/9 26in. x 24in. .7/6 17in. x 24in. .5/- Post 9d.

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No damage to body-work. Straps on. Suitable for trunks. **97/6** Carr. 2/-.

VOKES DISTRIBUTION RECTIFIER
10%-30% more mileage per gallon from **11/-**
Quotations by return. State car h.p. and year.

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Wedge shape. corded material. brown or green. Sponge rubber interior. Size 14" x 17" **29/6** each Post 1/3

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Pump action 21-pint capacity with wall bracket. Limited supply **25/-** Post and packing 1/3.

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Complete with handle. **11/6** Post & packing

JAGROSE BUCKET SEAT LOOSE COVERS
2-piece covers to fit car bucket-seats, in Brown or Maroon Stockin' etc. Under 10 h.p. car per seat **14/-** 10 h.p. car per seat **16/-** 12 h.p. and over **18/-**

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"QUICK-FIT" CONNECTION. Standard .. 6" x 1 1/2" barrel **19/11** De Luxe .. 6" x 2" **24/6** Super .. 6" x 2 1/2" **31/6**
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For OVER 26 YEARS THOUSANDS OF SATISFIED MOTORISTS HAVE USED **JAGROSE SUPER DE-LUXE MOTOR OIL** FOR ALL CAR ENGINES.
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Size of jaw 2 1/2in. **17/6** 3in **21/6** Postage 1/6. 2 1/2in. **29/6** 4in. **38/6**

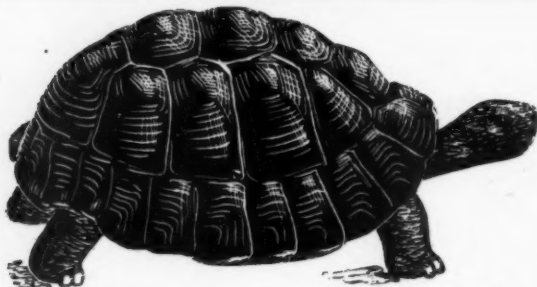
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(slightly soiled) Remove sparking plug, fit pump and inflate tyres whilst engine runs. Ad justable to fit 14 and 18 mm. plugs. **9/6** each Post 9d.

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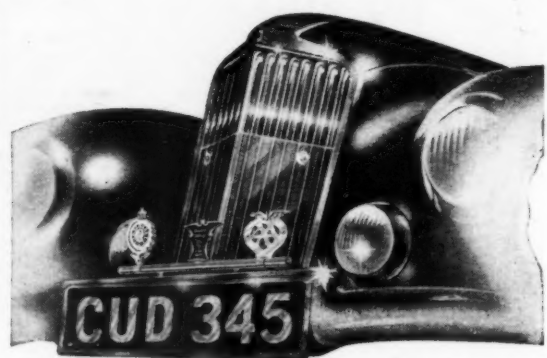
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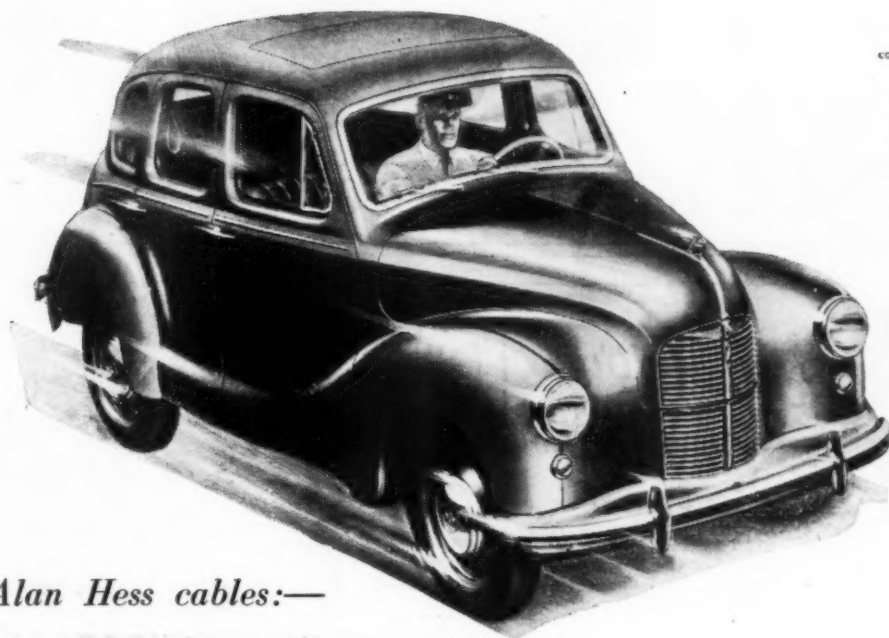
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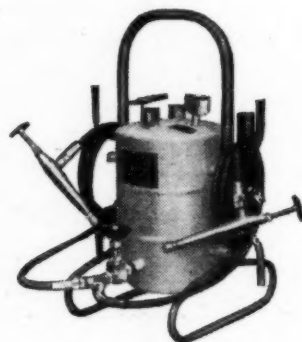
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ENORMOUSLY ON OCTAGONAL TRACK WITH
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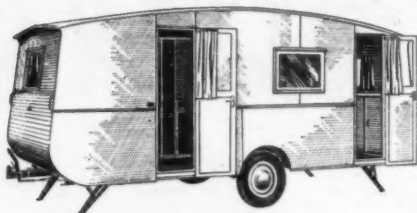
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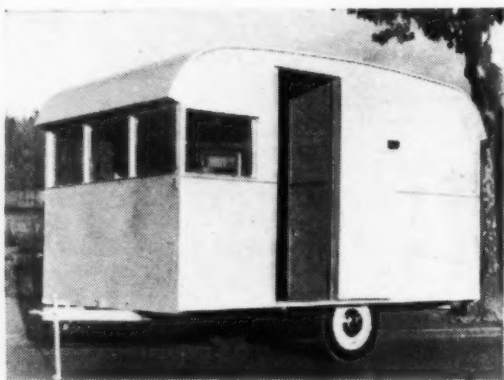
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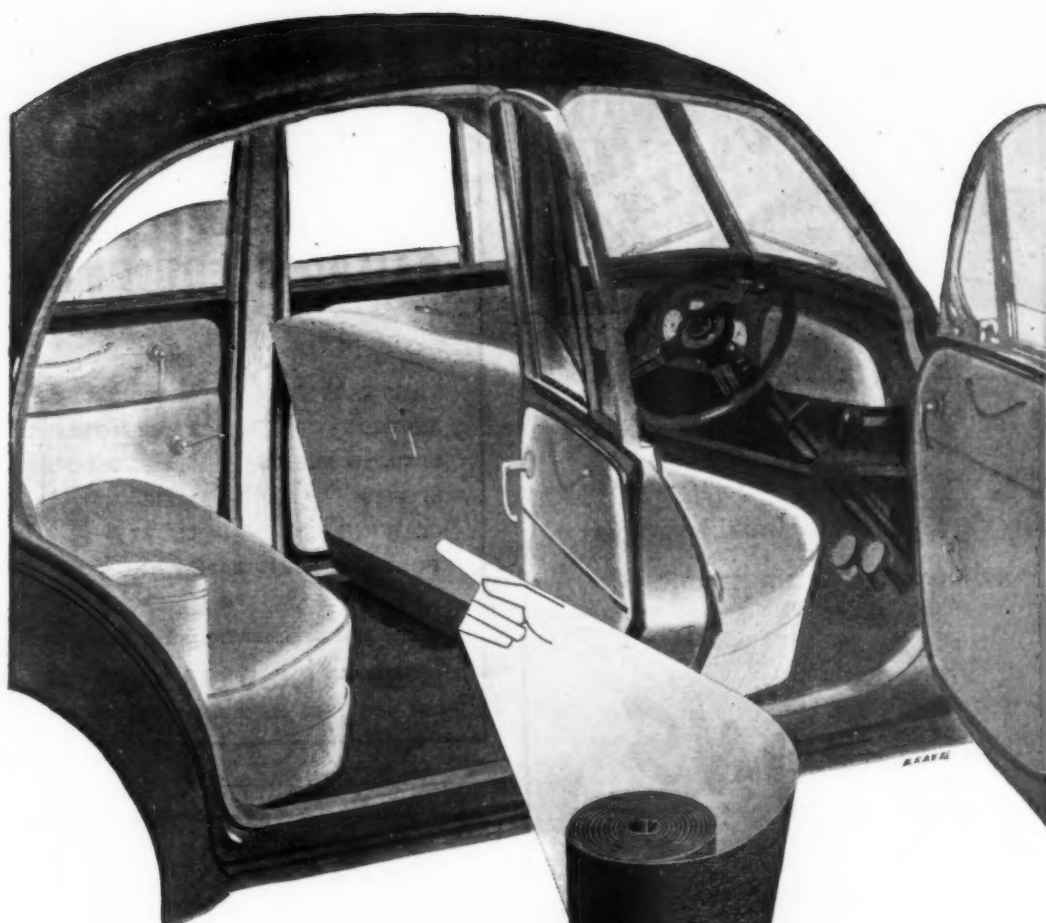
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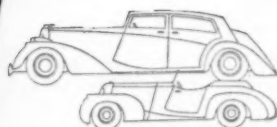
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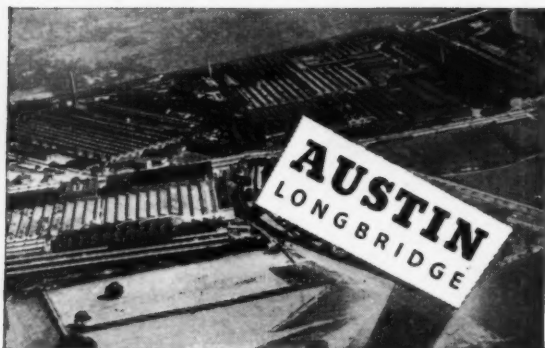


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ACE "REGISTRATOR." A complete rear number plate box assembly.

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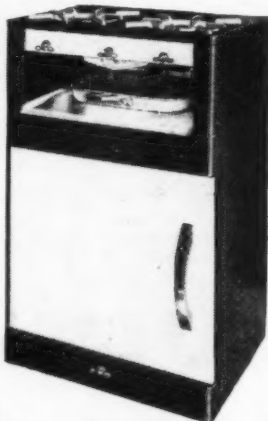
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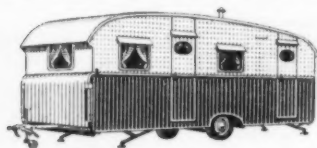
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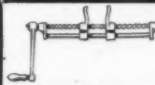
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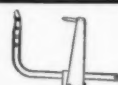
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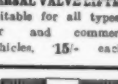
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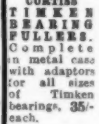
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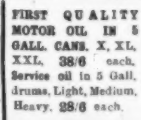
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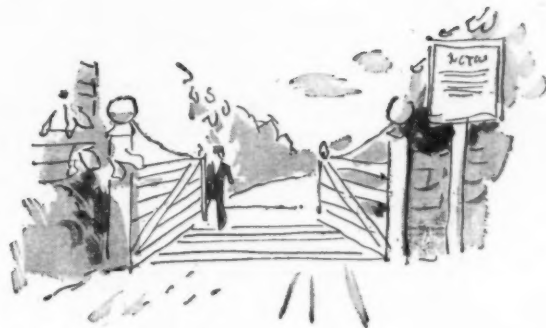
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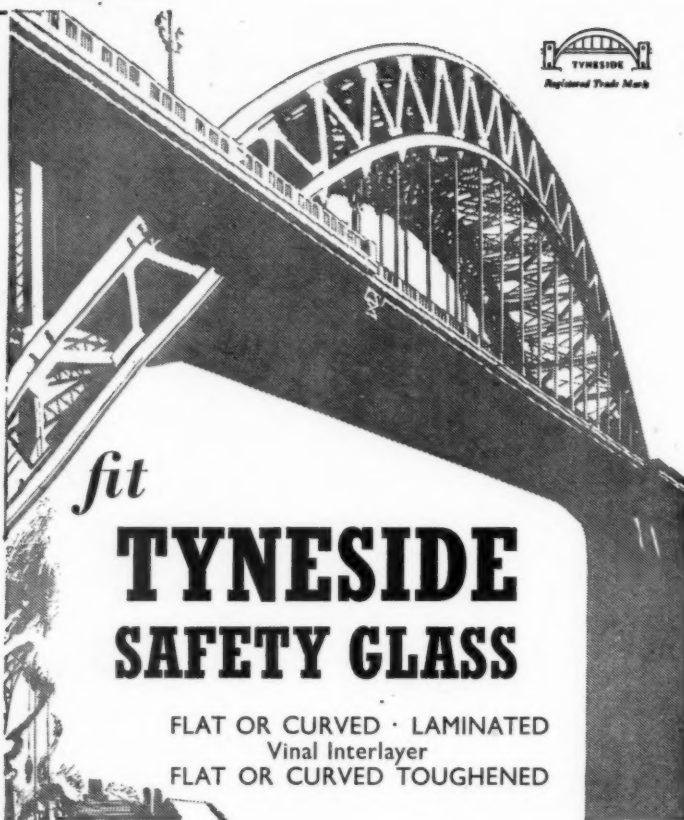
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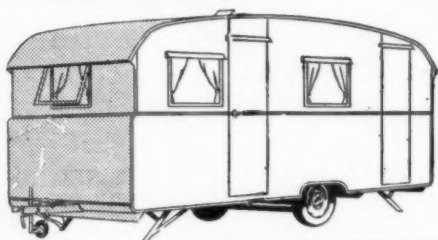
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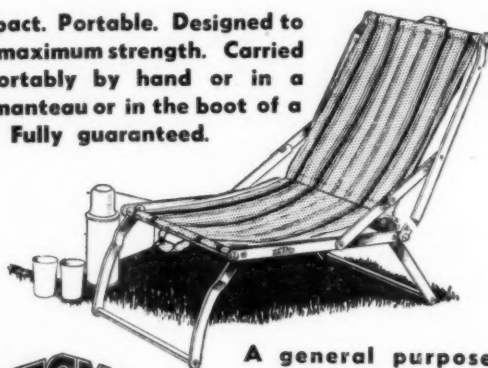
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Austin A40 RECORD

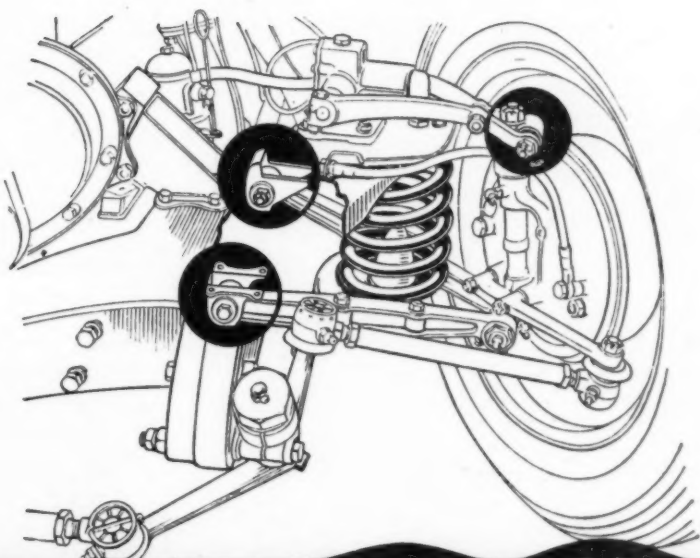
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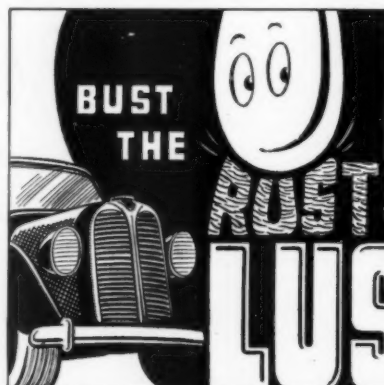
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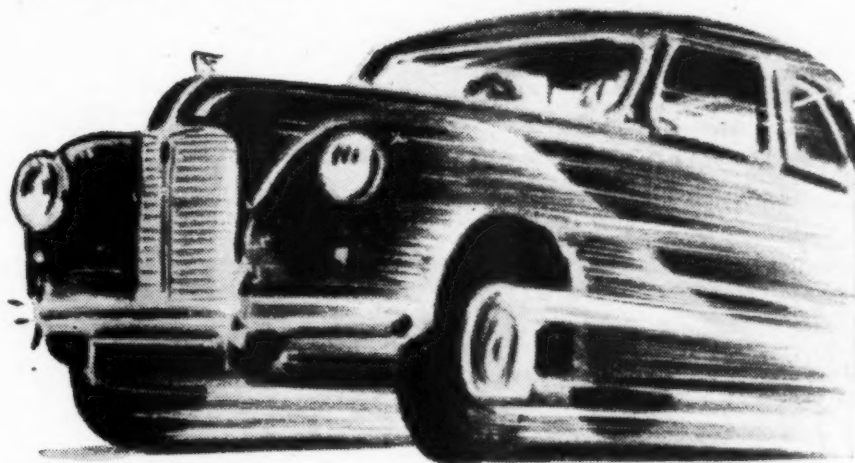
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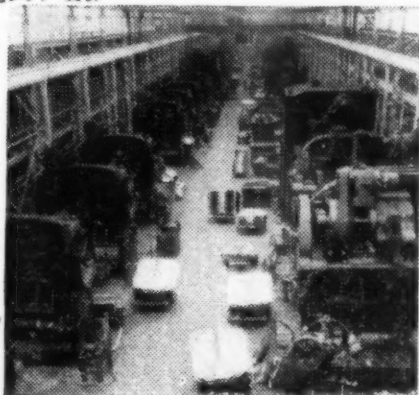
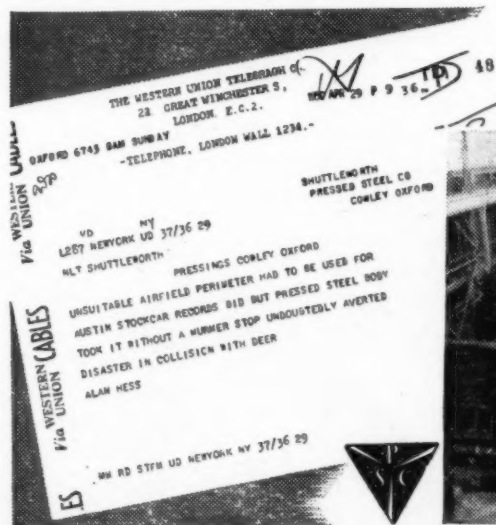
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Expressions of admiration on faces of onlookers at Westhampton, Long Island, changed swiftly to horror

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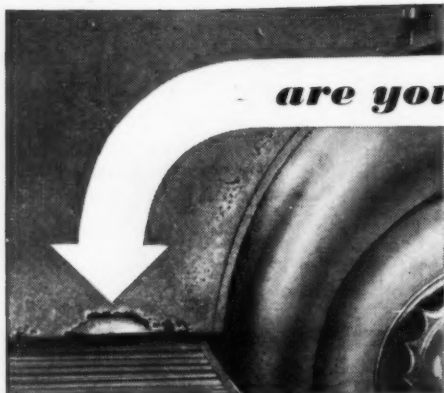
"Goldie" Gardner, co-driver with Alan Hess—to the manoeuvrability and road-holding powers of the Austin—to the strength of the steel body-work by Pressed Steel Co. Ltd.

"Unsuitable airfield perimeter" cabled Hess from New York "had to be used for Austin stock-car record bid but Pressed Steel body-work took it without a murmur stop undoubtedly averted disaster in collision with deer". This is the same body-work we see—and envy—on the roads of Britain to-day.



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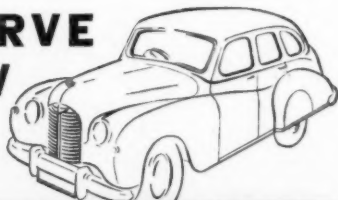
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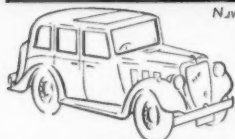
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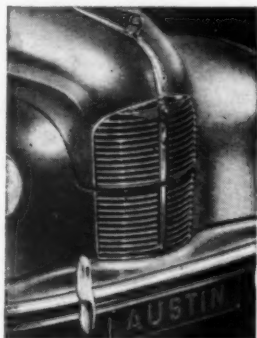
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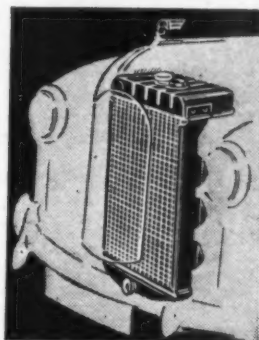
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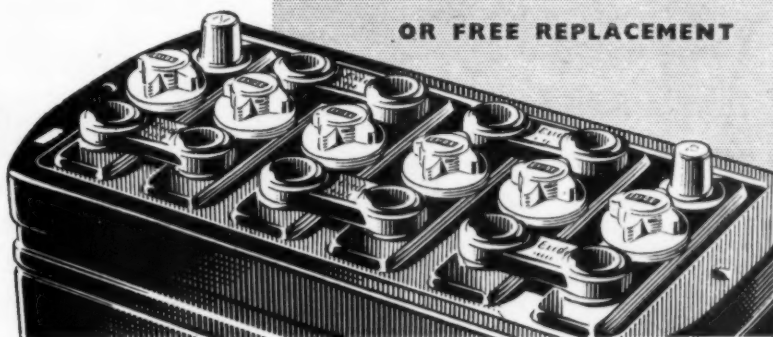
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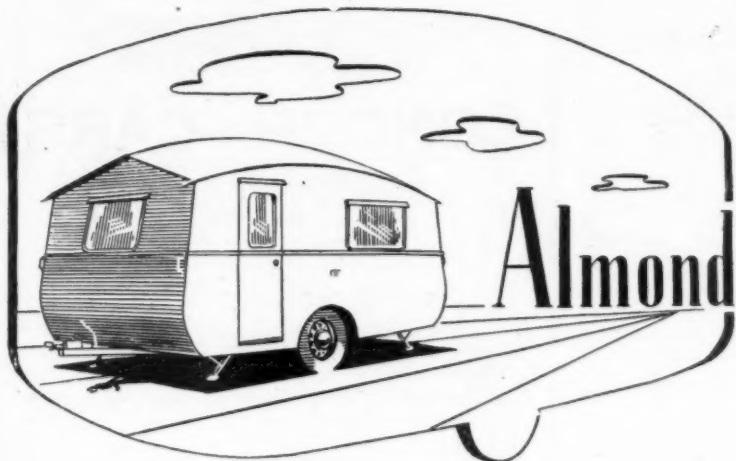
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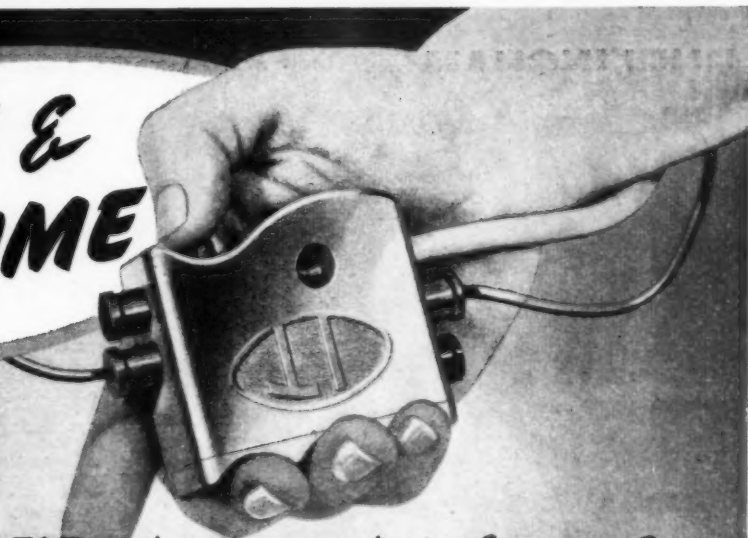
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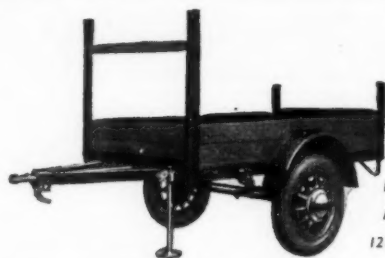
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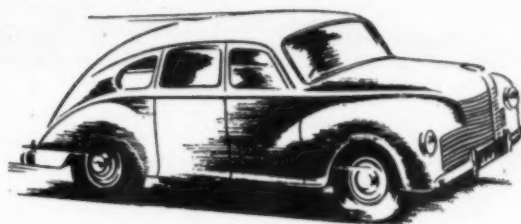
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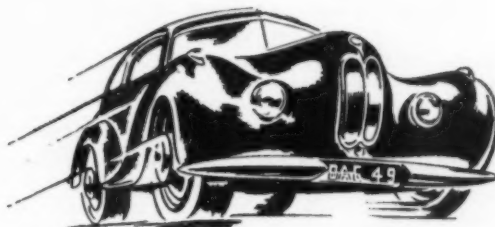
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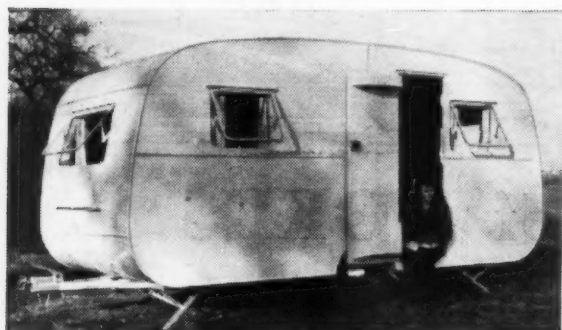
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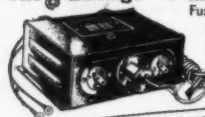
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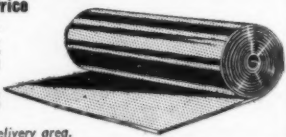
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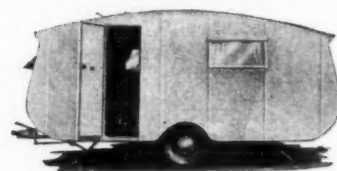
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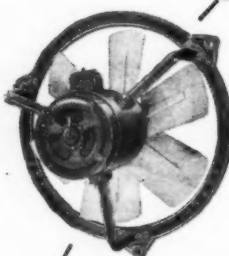


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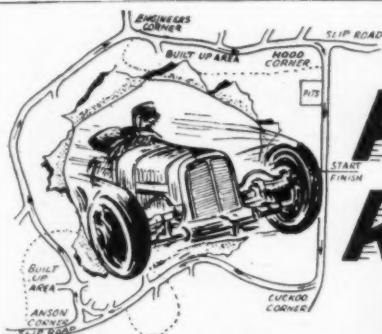
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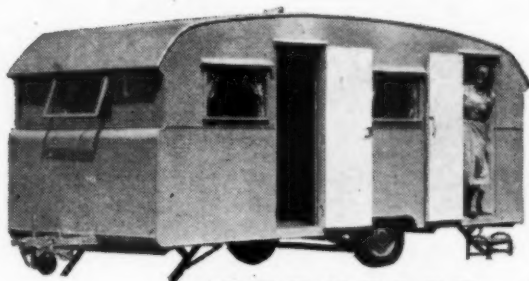
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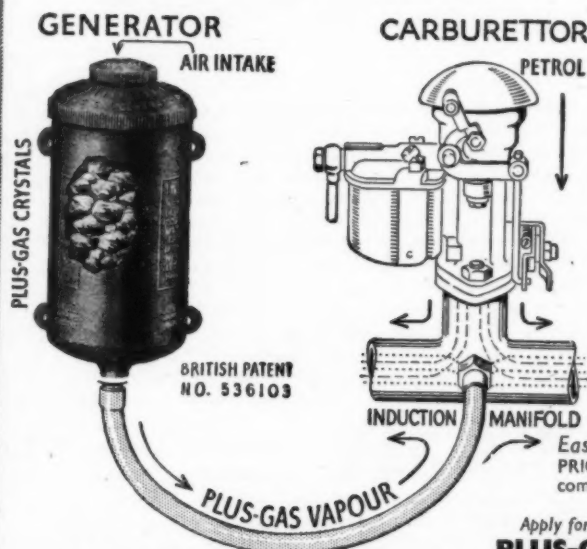
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...identally, that repair was entirely successful,
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In a recent Barimar advertisement
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The top illustration is of the broken bedplate of that same engine hardly recognisable with the original casting. It was essential, of course, that the welding be accurate, as well as strong. The repaired casting shows two machined faces on the broken portion, two long narrow faces on the main casting and two smaller faces at the left-hand extremity. These faces were on different planes—and all had to be parallel. This, obviously, was a welding job de luxe—not merely welding, but welding back into line—a job right up Barimar's street! Barimar did the machining as a matter of course so as to effect a complete repair in every sense of the term. Another case of welding *plus*, the kind of job that cheers the heart of the engineer, a job that evoked some flattering tributes.

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The Autocar

FOUNDED 1895

No. 2845

FRIDAY, MAY 12, 1950

Vol. XCV

Down Tools

FIRMLY determined to make the best of things—and not unmindful of the fact that the petrol ration has at least been brought up to 180 miles a month—we devote the greater part of this issue to holidays, for when the tools are downed the car comes into its own. However disgruntled he may be with his machine for the rest of the year—and on the occasional cold winter morning the word may be milder than the expressed sentiment—the motorist has cause to bless his car when the annual exodus arrives. In a frenzy of last-minute packing, wife, children and bags are thrown into “roomy interiors” and “capacious luggage lockers”; the adventurer is off (without benefit of British Railways) and the motor industry is looked upon for once as a public benefactor.

Where to go is an easy matter, for the remotest corner of these islands is not difficult of approach to motorists, and problems of locality are more likely to centre round accommodation. Hotels are doing their best against the overwhelming odds of the Catering Wages Act, and they are now assisted by the removal of the absurd 5s limit for meals; but charges are high, and if many planned fortnights become weeks this year the answer is most likely to be found in the bill.

Over the Channel the stream of cars grows yearly greater, and while the adventurous spirit that lies behind this annual migration can be freely applauded, we admit with regret that a percentage of the cross-Channel flow results from distaste of restriction in Britain, evident in rationing and limited service, and, above all, in petrol shortage. The phenomenon begets a feeling of sadness; not since the Pilgrim Fathers left these shores has a section of the community felt stifled by the English air.

Grand Prix d'Europe

EVERY sign points to a record crowd at tomorrow's great race at Silverstone airfield, and organizers, competitors and spectators will be delighted to welcome Their Majesties the King and Queen at a motor racing event in Britain. The Royal Family's interest in cars and motoring has always been warm, and King George himself is something of an enthusiast, as his keenly interested presence in the paddock of pre-war Brooklands showed.

It is a pity that Britain's Grand Prix challenger, the B.R.M., is to make only an exhibition run on this auspicious motor racing day, for racing enthusiasts are eager to see real battle with the contemporary Continental champions. There are signs that Ferrari's reign of triumph is in danger, for the new Alfa-Romeo has the air of a winner, which it easily proved to be at the recent San Remo G.P. Disappointment is felt that financial bickering prevented Silverstone from being the setting for the second all-out battle between these two rivals, but it is to be hoped that British entrants will give the Alfa-Romeos a real run for their money.

There is no doubt that the drivers are evenly matched. Only the lack of suitable vehicles prevents names like Parnell, Gerard and Moss from enjoying the aura that surrounds the great names across the Channel—Villoresi, Ascari, Chiron and Farina. And all of them are banded sportingly together to resist the greatest challenge to European supremacy—the amazing Juan Manuel Fangio, Argentina's dynamic driver. This country welcomes Fangio with the greatest wariness, and wishes him luck in his first race on British soil, and the welcome is, needless to say, extended to all those Continental drivers who have come over to provide tomorrow's spectacle. Perhaps a special hand should be outstretched also to Villoresi, last year's winner, whose consistent driving has been a cause of admiration since his last appearance, and to de Graffenried, who has frequently raced in this country. All in all, and absentees notwithstanding (both cars and men), it is obvious that tomorrow will prove a great day.



Valley after valley stretches away into the distance from Airolo, nearly 4,000ft up on the St. Gotthard pass.

First Time Abroad

TO EUROPE WITHOUT TEARS : DOCUMENTS, ALLOWANCES, FERRIES, EXCHANGE RATES, HOTELS

THE rush to the Continent has been a marked feature of the years since the war. Even before it there were a fair number who went by car and the number has been growing steadily, with a record last year. This year the traffic promises to be even greater, and among those who go there will be not a few for whom it is the first time. The post-bag of *The Autocar* suggests this, and the following notes are intended as a guide for them rather than for the seasoned traveller.

One of the reasons for the present popularity of the Continental holiday is that there is a whole generation in England now to whom holidays abroad are a new experience. When the war finished, and the signs of some kind of normality reappeared, at first spasmodically and then in a steady tide of progress, the idea of a holiday abroad clothed itself in most desirable colours. It is in some ways strange that now, when Europe has many difficulties still in evidence, the desire to travel is stronger than ever; it is easy enough to suggest the present

difficulties in England as one reason, but it is not a very satisfactory one. There is no need to vilify one's own country in suggesting an answer. Change is the very essence of a holiday, and the stimulus of new dishes, new voices and new scenes is sufficient inducement for most. The experience of another country, one traveller has found, always makes him appreciate in a new light the exquisite miniature perfections of his own country. Perhaps there is some desire in the minds of travellers at the moment to be "good Europeans," and nothing could be more important or commendable.

Variety

The staff of *The Autocar*, on their various journeys, have been able to collect some up-to-date information. One of the attractions of European travelling at the moment is the variety; the gourmets will probably choose France, and with good reason, but there is no reason why the possibilities in Scandinavia (where the allowance has recently been increased to £200) should not be investigated. Austria, to suggest again at random, offers perhaps the best value for the

£ that there is, for the rate of exchange has this year been adjusted to nearly double what it was after the war.

It is best to be plain on one point: those who expect to find paradises of cheapness will certainly be disappointed. In Switzerland the devaluation of the £ has had a disastrous effect, and by all accounts prices in most of France are higher than ever. This does not mean that a holiday is impossible, or that it will be an embarrassment. It does mean that care will be needed, and good husbandry with the allowance. Petrol rationing has disappeared everywhere across the seas but that does not mean that petrol is cheap. Even after Britain's own rise in price, it is cheap here compared with France, where the best is about 5s a gallon. In Scandinavia and Italy the price is higher still.

The same applies, to some extent, to accommodation and food. Unlike Britain, there is to a great extent a *laissez-faire* economy in most European countries, and although all travellers report that it is possible to "get anything," the pound of, for instance, excellent butter in France will cost six to seven shillings. On the other hand, wine is cheaper by far than in England. These few cautions are not intended to suggest that a delightful holiday may not be had

To get down, then, to the difficulties of organization.

The easiest method of taking a car abroad is to enlist the aid of the A.A. and R.A.C. or Royal Scottish A.C. in obtaining the necessary *Carnet de Passage en Douanes*. Nowadays more than ever, a car is a valuable item which is being temporarily exported from its country of origin, hence the need for customs formalities. The *carnet* is issued against the agreement of a British bank or insurance company, and it forms a passport for the car. Through the motoring organizations, the fee payable for a set of touring documents, port services, and GB plate makes a total of £3 10s.

Many motorists will feel that it is worth while to join the A.A. or R.A.C. for the sole purpose of a trip abroad, for in addition to the export formalities, details of routes, shipping space, and such arrangements will be made by them; they also give much assistance in getting away from the ports. It must be said, nevertheless, that for France at any rate, a successful trip may be made if the motorist makes the arrangements himself. The substitute for a *carnet*, in this instance, is a document called a *laissez passer* which is obtained from the foreign customs officials on arrival. The preliminaries in England require the obtaining of Form 29B from a branch of H.M. Stationery Office, and a bank form CD3. The latter is filled in, and handled through the applicant's own bank, who go through the necessary arrangements with the Bank of England.

Form 29B is a customs form required, strange to say, in duplicate, which specifies the car as an item for export. On arrival in France, it may take a little longer to obtain the *laissez passer* than departure takes with the *carnet*, but according to the latest experience, the information which the French authorities require is easily given, provided that the applicant is aware of the chassis and engine number of his car. Those in a great hurry are advised to use the services of the organizations, but many feel that the other method is worth while to save the not inconsiderable charges. For

other countries than France, the position is not so good, and the motorist may be required to deposit a considerable sum before he is granted a permit.

When these formalities have been attended to it is only necessary to obtain the foreign currency through a bank or travel agency. It should be noted that a sum of £10 per car (not per passenger) may be drawn for running expenses. The personal allowance is £50 per person, except for the Scandinavian countries, where up to £200 may be spent.

Costs

A few calculations on fuel costs will help the prospective traveller in deciding where to go. If Mr. and Mrs. Smith are the owners of a large car, which covers only 20 m.p.g., whereas Mr. and Mrs. Brown drive a smaller one, giving 40 m.p.g., it will be evident that an expenditure of £10 on petrol (at approximately 5s per gallon) will give Mr. and Mrs. Smith some 800 miles of motoring. The Browns will be able to cover 1,600 miles. With a personal allowance of some £100 for the two, the Browns could go to the south of France without having to dip into their personal allowance for fuel. The Smiths would have to use some of it for fuel. The presence of a larger party in the car will make a difference in improving the shared fuel bill, so some calculations before beginning the journey are a good plan.

As to hotel expenses, costs have increased considerably on the Continent, and for Switzerland, devaluation has had the effect of reducing the rate of exchange to twelve Swiss francs to the pound. Recent experience in France shows that in a first-class hotel a single room and private bathroom cost between £1 and £1 10s per night. At such an hotel, quite a reasonable lunch, with a bottle of wine between four, may work out at about 15s per head, or about £1 per head for dinner. There are, of course, cheaper hotels, which are satisfactory, and where the *cuisine* is almost as good. If the *de luxe* class of hotel is required, the set charge for a lunch may be as much as frs 1,600, or £1 10s. En



The agents who conduct the "jam sessions" of the Parisian traffic now have illuminated batons for the night shift.

pension terms may be obtained when staying for five nights or more.

It is thus advisable to reduce the number of single night stops to a minimum, and to pick out the smaller and less expensive hotels. For this purpose, the Michelin Guide is invaluable. Here the hotels are listed in categories, and they are of known standards of comfort. A list of useful books for the traveller is given on page 546.

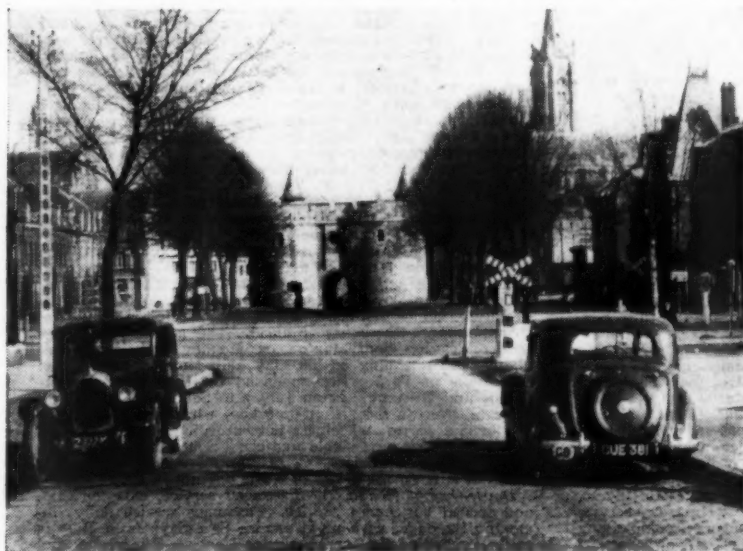
Booking in advance is generally not necessary, except in the school holiday period; that is, from the end of July to the middle of September. It may be advisable to book in advance for a large party, or one with complicated room requirements. Some localities of France, which have suffered from the war, are worse than others in this respect. Generally the north of France is worse than the south.

Travel Agencies

If the motorist wishes he can put these problems in the hands of one of the organizations which specialize, and the booking will be handled for him. Cooks run an efficient Autotravel Service, as does the Motorists' Travel Club, Ltd., 109, Piccadilly, London, W.1. In its 1950 programme just issued, this body lists 48 different tours, mostly of 14 days, at inclusive prices ranging from about 32 to 53 guineas per person, and covering the French Riviera, the French Alps, Switzerland, and several others. All transport and booking is arranged in advance and the figures given are inclusive, apart from the running cost of the car and other incidentals. Autocheques, Ltd., 141, Park Lane, London, W.1, will also arrange bookings, and their system is based on vouchers, for which accommodation is exchanged. The cost of the tour can thus be controlled in advance.

Most prospective travellers are alarmed at the question of getting the car safely to the "other side." There are car ferries run by British Railways, and by Townsend Brothers Ferries, 78, Leadenhall Street, London, E.C.3. A table of charges and times is given at the end of this article. There is also a useful air ferry service, run by Silver City Airways, 1, Great Cumberland Place, London, W.1. This summer there will be an air-

Pavé, a quiet tree-lined square and an ancient gateway as Cambrai is entered.



EUROPE'S REQUIREMENTS AND COSTS

AUSTRIA.
Rate of Exchange.—77 schillings to the £.

Petrol.—Coupons obtained from travel agency in this country or in Austria. 22 gallons cost £4 7s.

Documents.—Austrian Triptyque. International certificate for motor vehicles and G.B. plates. International driving licence.

Visa.—Required for British subjects and issued by the Allied High Commission Permit Office, 25, Princes Gardens, London, S.W.7.

General.—With present rate of exchange, most hotels represent good value, and compare well with British prices.

BELGIUM.

Rate of Exchange.—140 Belgian francs to the £.

Petrol.—Approximately 4s 6d per gallon.

Documents.—R.A.C. or A.A. will arrange for their members. Carnet or Triptyque. International driving licence.

General.—Cost of comfortable second-class hotel is about 25s per

day. First-class, £4 and more. Garages attached to most large hotels. A rebate of 2 fr per litre on petrol is made if purchase takes place during uninterrupted stay of three days. Rebate is for 20 litres per day up to 800 litres for the whole stay.

DENMARK.

Rate of Exchange.—19.36 Danish kroner to the £.

Petrol.—3s 6d per gallon. Oil 3s per litre.

Documents.—Carnet or Triptyque. International driving licence. International certificate for motor vehicles. Third-party risk insurance compulsory. If not a member of the A.A. or R.A.C. drivers may have to pay up to 75 per cent deposit to Customs.

General.—Cost of luxury hotels in Copenhagen is from £3 10s per day full board. Other first-class hotels £1 for single room and breakfast, and second-class hotels about 22s upwards, with full board. Garages are attached to most big hotels; cost of gar-

aging elsewhere is 2s a night. Accommodation should be booked well in advance.

FRANCE.

Rate of Exchange.—980 fr to the £.

Petrol.—4s 6d per gallon. Oil is inferior and motorists are advised to take their own. At pumps in bigger towns, and frequently in the South of France, Super Carburant is available. This is of excellent quality and well worth the extra money. Cost is about 1s a gallon.

Documents.—Obtainable from A.A. or R.A.C. Carnet or Triptyque. British driving licence sufficient provided car is registered under owner's name and not that of a firm.

Visa.—None required for British subjects.

General.—Cost of hotels from 960 fr-1,400 fr. Service charges increased this year.

HOLLAND.

Rate of Exchange.—10.60 guilders to the £.

Petrol.—2s 6d a gallon. Oil costs about same as in England.

Documents.—Carnet or Triptyque. International driving licence.

General.—Cost of first-class hotel, full board, from £1; bed and breakfast from 10s. Second-class hotel from £1, full board, and 14s bed and breakfast. Garages are attached to most hotels, but garaging elsewhere is not expensive. Coffee is the only item still rationed in Holland.

ITALY.

Rate of Exchange.—1,730 lire to the £.

Petrol.—6s 1d a gallon. Normal, 7s 10d super grade.

Documents.—Carnet or Triptyque. International driving licence is advised, as some authorities require it.

General.—Hotel prices vary according to size of town. Everything is more expensive during Holy Year. First-class hotel from £2 and good second-class hotel from £1. Oil is of excellent quality but motorists are advised to use British oil through France,



Castle at Thun, Bernese Oberland.

First Time Abroad continued

craft leaving Lympe for Le Touquet every half-hour. The charges are £27 and £32 for moderate and larger sized cars for a single journey. Since four passengers are carried with the car, at no increased cost, this does much to level the charges with those by sea. The journey takes only twenty minutes, and since the numbers dealt with are small the getaway at the other end is quicker than by any other method. Early booking is advisable for all these services, but there is usually some room on cross-Channel boats resulting from cancellations. It seems probable that this season, after many protests last year, crossings will be quicker and more efficient.

The seasoned traveller will enjoy making many of his arrangements him-

self. The actual driving abroad needs some special attention, although the right-hand rule will not cause as much trouble as the tourist may expect. Over-taking from the right-hand side with an English car needs care, and the assistance of the co-driver can often be valuable in making sure that the route is clear. Overtaking is sometimes forbidden by road sign in narrow streets or built-up areas. The French and Italians believe in the use of the horn, and there is no harm in following suit. A table of metric equivalents is a useful thing to stick on the fascia panel, to assist with distances and fuel calculations. The table opposite might be useful.

Petrol in France has improved in quality since last year, and the "super

SEA AND AIR CAR FERRIES

AIR CROSSING

Operated by Silver City Airways. Crossing hourly and half-hourly daily from Lympe Airport to Le Touquet. Single fare: cars up to 14ft, £27 with up to four passengers. Length over 14ft, £32 with up to four passengers. Silver City Airways, 1, Great Cumberland Place, London, W.1.

STEAMSHIP SERVICES

Dover-Dunkirk (France).—Day and night service up to September 30. Much increased space this year. This is the only "drive on and off" service to the Continent. Car rates: single journey, at owner's risk, wheelbase not exceeding 8ft 6in, £5; wheelbase not exceeding 9ft 6in, £8. Motorists' fares, with limit of five people per car; single £2 3s first-class; £1 10s third-class. Petrol may be left in the tank.

Dover-Calais (France).—British Railways. One sailing daily, including Sundays. Car rates: single journey, wheelbase not exceeding 8ft 6in, owner's risk, £8 5s. Not exceeding 9ft 6in, £12 5s. Petrol may be left in tanks aboard S.S. *Invicta*. Motorists' fares, single, first-class, £2 7s 9d; third-class, £1 13s 6d.

Townsend Bros. Ferries.—One sailing daily on S.S. *Halladale*. Fares as for Dover-Dunkirk. Petrol may be left in tanks. Passenger fares, £1 10s. Private state cabin 15s extra.

Newhaven-Dieppe (France).—S.S. *Nantes* and *Rennes* maintain car carrier service daily from April 16 to October 21, run in conjunction with passenger service, which also carries cars. Owners of cars carried on *Nantes* and *Rennes* travel by normal service. Night service for passengers on Tuesdays, Thursdays and Saturdays, from June 24 to July 20, then nightly from July 12 to September 17; three-day service resumed from September 19 to 30. Passengers accompanying cars may embark on the night steamer at Newhaven at

9.30 p.m., and may remain on board until 8.15 a.m. at Dieppe. Rates for cars as for Dover-Dunkirk. Up to two gallons of petrol may be carried in tanks of cars on the *Nantes* and *Rennes*. Fares, for passengers (using normal passenger vessel); single first-class, £3 5s 6d; third-class, £1 19s 6d. (Note: from July to September, cars may not be carried on the day passenger service on Saturdays and Sundays.)

Folkestone-Calais (France).—Daily service of passenger boats, including Sundays, from April 16 to October 21. Fares as for Dover-Calais. Tanks of cars must be emptied of fuel.

Dover-Boulogne (France).—S.S. *Dinard*. Sailings daily, including Sundays. Petrol is allowed in tanks. Fares as for Dover-Dunkirk.

Southampton-Havre (France).—Mondays and Fridays, also Wednesdays from June 5 to September 22; a night service. On Mondays and Fridays only, before June 2 and after September 25. Returning on Tuesdays and Saturdays, also Thursdays from June 6 to September 23, and Tuesdays and Saturdays only until June 3 and after September 26. Rates for cars as for Dover-Calais. Passenger fares: Southampton to Havre, single first-class, £3 18s 6d; third-class £3 4s.

Southampton-Cherbourg (France).—This is an entirely new service, leaving Southampton on Monday and Wednesday nights, and returning on Tuesday and Thursday nights, on S.S. *Duke of York*. Recommended for those touring Normandy and Brittany. From July 3 to September 27. Rates for cars, owner's risk: single journey, wheelbase not exceeding 8ft 6in, £6 10s; wheelbase not exceeding 9ft 6in, £10 10s. Rates for passengers, single first-class, Southampton to Cherbourg, £4 5s; third-class, £3 4s. Petrol may be carried in tanks of cars on the *Duke of York* but not in tins.

Dover-Ostend (Belgium).—Passenger service, carrying cars, and special car-carrier service. Passenger service daily, including Sundays, with night service Saturdays from July 15 to September 9. Car-carrier service Monday, Wednesday and

where the oil is poor, and then buy Italian for use in that country. If tea is required, it is best to take some, as this is poor and expensive in Italy.

NORWAY.

Rate of Exchange.—20 kr to the £.
Petrol.—3s 6d per gallon.

Documents.—Carnet or Triptyque. British driving licence will suffice. Insurance against third-party risk is compulsory. Some British policies recognized in Norway and *Carte d'Assurance*, Series A, must be produced. If motorist comes to Norway without this, Series B should be obtained at port of arrival.

General.—Single room with breakfast, lunch and dinner costs from 20 kr upwards, depending on the size of the resort. Most hotels have their own garages and no charge is made. Cost of garaging in towns is very low. Hotel prices are controlled.

PORTUGAL.

Rate of Exchange.—80.50 escudos to the £.

Petrol.—5s a gallon. Oil approximately 3s a litre.

Documents.—Carnet or Triptyque. International driving licence.

Visa.—Required by all visitors. Can be obtained at the Portuguese Consulate in Liverpool, Glasgow, Cardiff, or at 8, Strathearn Place, London, W.2. Transit visa through Spain also required.

General.—Hotels cost from 15s to 30s and upwards per day *en pension*, according to size of hotel and place. It is usual to add 10 per cent service tax and a further 8 per cent during summer months. It is advisable to book in advance. The best suggested route by car is: to Paris (or South) on the first day; to Biarritz on the second; to Salamanca on the third, and stay the night and cross into Portugal in the morning.

SPAIN.

Rate of Exchange.—70 pesetas to the £.

Petrol.—5s 6d a gallon. Oil is in-

ferior and motorists should take their own. It costs about £2 for 100 litres.

Documents.—Carnet or Triptyque. International driving licence and international certificate for vehicles.

Visa.—Required by all tourists. Obtainable from the Spanish Consulate, 21, Cavendish Square, London, W.1. Two photographs are required.

General.—The cost of a luxury hotel is about £2 and more per day *en pension*. A very good second-class hotel costs about 30s. This includes all service and taxes. Garages are attached to most hotels.

SWITZERLAND.

Rate of Exchange.—12 Swiss francs to the £.

Petrol.—Costs about 4s 6d a gallon. Oil, 2s 6d a pint.

Documents.—Carnet or Triptyque. International driving licence is not essential. Third-party risk insurance compulsory.

General.—The cost per day in a

small hotel is from £1, full board. In a good second-class hotel from 30s. In a first-class hotel from 35s, and in a luxury hotel from £2. Garages are attached to most hotels and a small charge is made.

SWEDEN.

Rate of Exchange.—30.47 Sw. kroner to the £.

Petrol.—About 4s 6d a gallon.

Documents.—International certificate for motor vehicles, G.B. plates. International driving licence. On production of an International Fiscal Permit exemption is granted from tax up to 90 days. Third-party insurance compulsory.

Visa.—Not required for British subjects.

General.—Garage space is short. Drive on the left, overtake on the right. Hotel costs vary from 18s a day at a boarding house to 35s a day at a first-class hotel. 25s considered fair for good medium-priced hotel. Full board and tips included.

carburent" is now available at a slightly higher price. An oil supply is best taken with the car. If spares are required for an arduous trip, most manufacturers will supply a kit on "sale or return" terms.

The larger roads in France are well marked, and elaborate maps will not be required. The towns continue the numbering system. The town plans in the Michelin Guide are useful, and the maps given in the various Michelin area guides should provide the necessary information. Police and passers are usually helpful. The organizations mentioned above will, of course, supply itineraries

Miles	10	20	30	40	50	60	70	80	90	100
Km.	16	32	48	64	80	96	112	128	144	160

Km.	10	20	30	40	50	60	70	80	90	100
Miles	6.25	12.5	18.75	25	31.25	37.5	43.75	50	56.25	62.5

Litres	5	10	15	20	25	30	35	40	45	50
Gallons	1.1	2.2	3.3	4.4	5.5	6.6	7.7	8.8	9.9	11.0

when required and large-scale maps are purchasable.

Finally a word as to languages, inability to speak which often deters many from going abroad. This is a pity. English is widely known on the Continent, and it is rare for a real *contretemps* to arise, especially if pencil and paper are at hand to provide illustration.



A pleasant hotel at Porlezza, on the Swiss-Italian border.

Saturday, from May 27 until October 7, leaving Ostend Sunday, Tuesday and Friday, from May 26 until October 6. Both day services. Fares for cars as for Dover-Dunkirk. Fares the same on both passenger steamers and car-carriers. Single first-class, Dover to Ostend, £2 6s 3d; third-class, £1 15s. Petrol may be left in tanks of cars travelling on the car-carrier.

Folkestone-Flushing (Holland).—From July 8 to September 18. Outward service once a day on Mondays and Saturdays, inward service on Sundays and Fridays. Car rates: single, owner's risk, wheelbase not exceeding 8ft 6in, £6; wheelbase not exceeding 9ft 6in, £10 10s. Special first-class return tickets issued to motorists accompanying their vehicles, valid for two months, for £4 10s 6d. Not more than two such issued per car. Normal fares, single first-class, as above; second-class, £3 15s 6d. Return fares, first-class, £9 15s; second-class, £7 11s. Petrol may be left in tanks, but none may be taken in containers.

London-Rotterdam (Holland).—By Batavier Line, S.S. *Batavier II* and *Oranje Nassau* from June 16 to September 15. Out on Mondays, Wednesdays and Fridays, home Tuesdays, Thursdays and Saturdays. Regular service all the year, one sailing Saturday, home Wednesdays. Rates for cars: single, under one ton, £10; return, £15. Up to 1½ tons, single £15, return £22 10s.

Hull-Rotterdam (Holland).—Humber Lines ships, S.S. *Melrose Abbey* and *Berry*. One sailing weekly before June 1; after June 1 two sailings in each direction. Outwards on Saturdays and Wednesdays, inwards on Tuesdays and Saturdays. Rates for cars: single, wheelbase under 8ft 6in, £7. Wheelbase under 9ft 6in, £11. Return fares double. Wharfage fee, £1. Passenger rates: saloon, £9 10s; third-class, £6 (both single fares).

Harwich-Hook of Holland.—Daily and nightly service. Night rates for cars, single, wheelbase under 8ft 6in, £9;

return, £13 10s. Wheelbase under 9ft 6in, £13; return, £19 10s. Day rates, wheelbase under 8ft 6in, £6 single, £9 10s return; wheelbase under 9ft 6in, £10 10s single, £16 5s return.

Newcastle-Oslo (Norway).—M.S. *Brelague* sails every Saturday to Oslo from May 6 till October. Car rates: £6 5s per ton. Passenger rates: £12 10s first-class; £9 10s second-class. This line is very busy and passengers are advised to book as early as possible.

Newcastle-Bergen (Norway).—Five sailings from June by M.S. *Astrea* and *Venus*. Three sailings in May by M.S. *Astrea* and S.S. *Jupiter*, via Stavanger and Haugesund. M.S. *Venus* will sail direct to Bergen. Car rates: single journey, owner's risk, three or more passengers, £4 per car; two passengers, £6 per car; one passenger, £8 per car.

London-Gothenburg (Sweden).—Two sailings per week. From April 8 to June 1, Saturdays and Thursdays. June 1 to September 16, four sailings, Mondays, Wednesdays, Thursdays and Saturdays. Not more than two gallons may be left in the tank. Car rates: under 15cwt, £4 with one passenger, £2 10s with two passengers; under 25cwt, £6 with one passenger, £4 with two passengers. If three or more passengers accompany the car, it is transported free.

Harwich-Esbjerg (Denmark).—To Denmark, from April 22-June 19, on M.V. *Kronprins Frederik*, sailing Mondays and Fridays, M.V. *Kronprinsesse Ingrid*, sailing Wednesdays and Saturdays. From Denmark these vessels sail on Mondays and Thursdays, and Wednesdays and Saturdays. From June 20 to September 16 a daily service to Denmark, except on Mondays. From Denmark, a daily service except on Sundays during this period. Car rates: up to 10cwt, £5, plus 6s for each cwt thereafter. The cars must be accompanied. There is a rebate of £1 for each passenger in excess of one, travelling first-class. Petrol either in tins or cans is prohibited.

ACCESSORIES

GADGETS FOR SUMMER RUNS AND TOURS

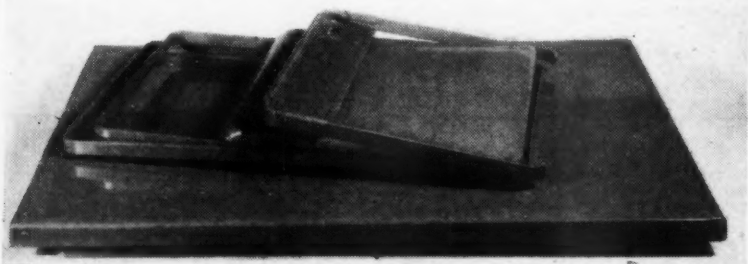
CAR manufacturers have been kind to the summer tourist and picnic addict as car bodywork and lockers have grown bigger and bigger, but the accessory makers have gilded the lily for those over-encumbered with children, dogs and possessions with their excellent roof racks. It is not generally realized that all the better designs are fitted by padded clamps to the roof gutters and merely rest on the roof (without drilling holes) or on rubber feet. Thus they do not damage the car. The capacity of such racks is surprising.

Sunshine roofs are not now generally sold as "accessories," but it is possible to obtain one through a coachbuilder.

The following may be useful for summer motoring. During the past six months other fittings have been reviewed, notable among them being Desmo's excellent folding chair, comfortably padded, light, strong and extremely compact (August 19, 1949), and the Cool-ride cushion, a woven cane seat and squab which is fitted over the normal leather upholstery and is a real comfort in hot weather. It was reviewed in the October 7, 1949, issue.

PICNIC FURNITURE

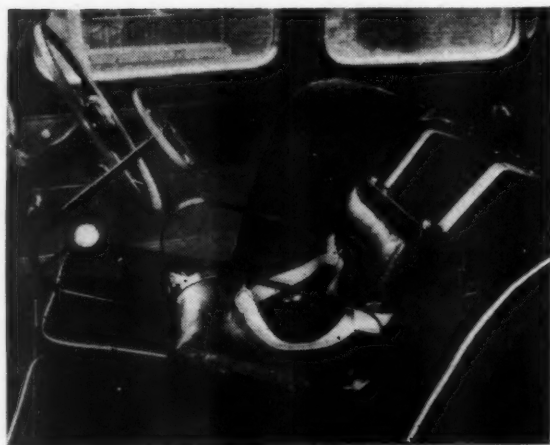
SETS of folding steel furniture for picnics are being made by Woodley (Engineers), Ltd., 99-101, Farnham Road, Slough, Buckinghamshire. Each set consists of a table and two chairs, and costs £3.



Above and left: The steel picnic furniture made by Woodley, Ltd., shown erected and folded



Right: The Branker child's seat fitted in the centre of a divided bench car seat.



The furniture is well finished in green, cream and blue and is extremely strong, but though large enough for small people is rather small for the outsizes. The table top is 1ft 10in by 1ft 4in and 1ft 8in high; chair seats are 10in square and 1ft high.

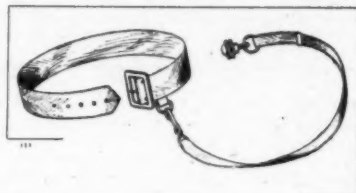
SMALL STOVE

A FULL-SIZED pressure stove is a somewhat bulky object for picnics, but a lightweight model with a fuel capacity of half a pint is being made by the Monitor Engineering and Oil Appliances, Ltd., Flaxley Road, Stechford, Birmingham, 9. It will boil a kettle quickly, even on a draughty day.

This 17B stove, which costs £1 7s 6d, is supplied as a complete outfit in a case 2½in by 4½in and 6in.



New small-sized Monitor stove for picnics. Below: Offord Kiddie-Keeper.



ANCHORING THE YOUNG

SO many accidents occur through very young children opening rear doors and windows and falling out of cars that there seems to be good reason for a safety device introduced by Offord and Sons, Ltd., 67, George Street, London, W.1. Called the Kiddie-Keeper, it consists of a carriage bolt and ring for fitting to the seat frame, holding a webbing strap issuing between the seat and squab and terminating at an adjustable belt for the child. There is a snap hook of dog lead type between strap and belt; the

strap can therefore also be snapped on to a dog's collar (or preferably harness), if he is of the type that bales out of the window!

ANOTHER ANCHOR

A FURTHER device recently introduced for taking care of children in the car takes the form of a special seat which is mounted on the squab of the car seat and incorporates the good provisions for making a child stay put, which are found in its nursery counterpart. Made of enamelled steel, it has an upholstered seat and back rest, and retaining clips covered with plastic and rubber-tipped to avoid damage to the car upholstery. The makers have thrown in a miniature steering wheel so that the infant can "drive with daddy," this wheel tilting forward so that it will not hurt the child if it is thrown forward.

The makers are Branker, Ltd., 1a, Buckingham Palace Gardens, London, S.W.1, and the price is £1 9s 6d, plus 1s 9d postage and packing.

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Drugs

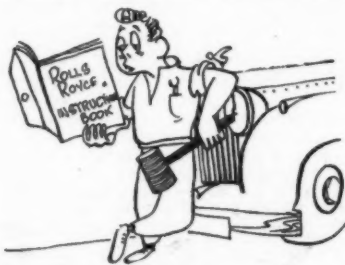
A DOCTOR friend makes a new point about "dangerous drugs." When the report is broadcast that cases of these have been stolen from doctors' cars the average reaction is, "Why don't they lock them in?" Well, says my friend emphatically, if they did they would never complete their round. This may sound incredible, but I can well imagine how much delay would actually be caused by having to fiddle for car keys at least twice at every stop. In my own less hectic motoring there are occasional short stops at which I "risk it," keeping an uneasy eye through the open door of a shop.

Please don't fall into the error of suggesting that the drug case should be kept locked, not the car. A locked case is as easily stolen as an unlocked one, and is, perhaps, an even more attractive bait. The only solution may be carrying such drugs on each visit.

♦ ♦ ♦

Built-in Anti-freeze

INFORMATION of a technical nature that would never be found in a catalogue is often to be gleaned from the better kind of makers' handbook, now increasingly common. You would expect Rolls-Royce and Bentley to issue something exceptional in handbooks — they are cloth-bound affairs with a fold-over cover and press stud, slim and intended to be carried in a slide under the fascia. Recently I studied the current book for the Bentley Mark VI with great interest.



Something exceptional.

I noticed that it has a price of £1 5s put on it by way of increasing the owner's respect for it. Its thorough description of the car and of maintenance instructions commands respect in itself, however.

One item of information it gave me is surely unique. These must be the only cars regularly supplied from the factory with anti-freeze in the cooling system. The original coolant comprises a 25 per. cent mixture of inhibited ethylene glycol and water as

a standard measure, and "it is strongly recommended that this, or a similar mixture, is used all the year round, not only to provide protection against frost, but also to prevent any corrosion of the coolant passages and subsequent deterioration in the standard of cooling."

If Rolls-Royce regard this as good practice, well. . . .

♦ ♦ ♦

Electrics

A NOTHER comment in the Bentley handbook I found of interest was in connection with the battery. Treatment of the electrical system is especially detailed, and in places language is used concerning it which, while perfectly clear to the layman, is different from that found in the average car handbook. Possibly this is a reminder through the years that the late Sir Henry Royce was an electrical engineer before he was a car engineer and always insisted on as high standards in the electrical equipment as in the rest of the chassis, much of it being originally made by his own Manchester firm.

The battery point that caught my eye followed emphasis on the well-known advice not to inspect the battery with the aid of a naked light. The handbook then goes on to warn the owner "on no account to disconnect any of the battery terminals or connections when a charge or discharge current is passing, for such a course incurs risk of explosion and involves personal risk. The italics are mine.

A fitting book for the car to which it belongs, taking the owner into the makers' confidence.

♦ ♦ ♦

The Weather

WEDNESDAY, April 26, faced my car with a problem. I had been mystified during the night by being wakened by crashes which, however, I did not investigate. At 5.30 a.m. I was again awakened by the untoward light on the ceiling and, looking out, I realized that the weather had struck hard. I have never seen a road like it. It runs between a bank and a hedge, and up to the level of the top of each the road was filled with branches which had fallen under the weight of ice and snow. It was plain that if my car was to traverse that road I must get to work.

It took three-quarters of an hour, with my neighbour's assistance, to clear the passage. We sawed, heaved, and burned our hands pulling telephone wires out of the ruck, but at last the way was clear and the first to benefit was another neighbour, who



Distressing.

drove by in her open Alvis throwing snow and debris in all directions. The scene was still like a battleground, and the jagged branch edges left on the trees were distressing. All had suffered, but most of all a black poplar, one branch from which had a diameter of eight inches. Even in England, the weather can strike with real disaster.

♦ ♦ ♦

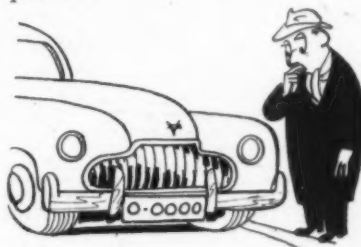
Batteries

CAN anyone tell me why batteries are so dear? These useful storage chambers are by no means long-lived in car terms, and if one divides the number of years' life into the cost one gets a quite substantial result to go on the expense account. Trustingly, I believe that the cost may well be merited, but I would none the less like to see it in its component parts, like those jolly income analyses which Vauxhall Motors and C. G. Vokes do so well.

♦ ♦ ♦

Zero

SEEN recently in Pall Mall was a car with the uninformative registration number 0-0000, under it being a British Columbia international plate. Of course, five noughts are as good as anything when it comes to identifying a car, provided it is the only car boasting five noughts. But there was probably a special reason; I wonder what? And whence came 15 AF40, seen on a pre-war British car in London, carrying no international plate?



Uninformative registration.

NEWS and VIEWS

Official Cars

THE number of official cars in use in the U.K. on March 31 was 5,472. This figure excludes those used by the three Defence Services.

Mexican Minxes

ONE of Mexico's largest factories is to assemble and distribute the Hillman-Minx, using parts supplied from Britain. The first consignment of such parts is expected to leave in June.

Rootes at Berlin

AT the Berlin Show which opens on May 27, the Rootes Group will exhibit Humber, Hillman and Sunbeam-Talbot cars, in addition to Commer commercial vehicles. The show, which closes on June 4, was restarted last year.

Morris Finances

THE preliminary annual figures for the Morris company, which show earnings, after depreciation but before tax, of £2,631,426, are an increase over 1947. It is clear that the company has recovered from the set-back of 1948 brought about by the introduction of a new range of cars.

Military Vehicle Accidents

IN the financial year 1947-48, 17,201 vehicles of the War Department were involved in traffic accidents in the United Kingdom. A total of £410,391 was paid out in claims. Corresponding figures in 1948-49 were 12,306 and £425,288, and in 1949-50 there was a further reduction to 11,857 and £251,210.

No Covenant Extension

THE extension of the one-year B.M.T.A. Covenant will not take place, following a decision of the B.M.T.A. Council, although the Council announces that it will not hesitate to extend the Covenant if this should appear to be in the public interest.

The Council announces that it is well aware of the malpractice of some dealers in exchanging a new car for a car recently out of Covenant, and that it is taking action against such dealers.

M.T.G.S. Golf

RESULTS of the spring meeting of the Motor Trades Golfing Society, held at Stoke Poges on May 4, were as follows:—

MORNING ROUND

Senior division: First prize (donor, *The Autocar*), C. Hurlock (7), 40; points; second (donor, A. W. Wright), W. D. Satter (9), 36; third (donor, C. F. Clarke), I. C. Bell (4), 36; fourth (donor, C. H. Gurnett), F. Wren (8), 33. Challenge prize for best score (donor, Car Mart, Ltd.), C. Hurlock (7), 40.

Junior division: First prize (donor, *The Motor Trader*), A. R. Warlow (17), 38; points; second (donor, T. Wood), T. Cleland (17), 35; third (donor, H. Coleman-Smith), E. H. Burton (15), 32; fourth (donor, T. Burgess), H. F. Edwards (13), 31. Challenge prize for best score (donor, L. M. Brew), A. R. Warlow (17), 38.

AFTERNOON ROUND

First prize (donor, H. A. Saunders), A. O. Fuller and F. C. Scarborough, 35; points; second (donor, R. J. Nauen), C. W. Ward and F. G. Montfort Bebb, 35; third (donor, R. F. Peacock and C. F. Hurlock), C. Pohlman and A. J. Wilson, 34; fourth (donors, H. J. Ashby and A. J. Borkett), W. H. Saunders and W. T. Dunn, 19.

The Fellowship of the Motor Industry will hold its summer golf meeting at Stoke Poges on June 14.

Free Cars for Invalids

UP to April 26, 1,238 cars had been delivered to severely disabled pensioners. Of these, 856 were fitted with full hand control.

German Production

A STEADY rise in car production is recorded for Western Germany; 42,645 cars were made during the first quarter of 1950. During the month of April the Volkswagen plant at Wolfsburg reached a record figure of 300 cars a day.

British Car Assembly in South America

ASSEMBLY of the first British car to be built in South America—a Ford Prefect—has just been completed in Sao Paulo, Brazil; the factory in which the assembly was completed is that of Ford Motor Company Exports, Inc., and the Prefect was driven off the line by the British Consul, Mr. K. Kenney.

The full assembly programme at Sao Paulo includes both Anglia and Prefect cars, and Thames vans and trucks.

British Ford exports to Brazil have recently shown a steady and remarkable increase. During 1949, 2,090 complete vehicles were shipped; this year the figure has already reached 1,503.

SHANTIES AND PLANS

THE report, recently published, on the movable dwellings conference, convened in 1947 by the Caravan Club and the Town and Country Planning Association, contains a lot that should interest motorists, and that affects their interests. Fortunately for all, the indiscriminate use of land that characterized the sometimes disastrous years between the wars is now prevented by the provisions of the recent planning acts. Their application, as this report shows, reveals all the problems that beset the use of wide government power: in a land where individual rights and sensibilities still have their place.

Briefly, the question investigated by the public-spirited company forming the conference (it was not an officially constituted gathering) is that of the growing menace of the shanty town, formed of movable dwellings that are, in fact, not moved and rapidly become blots upon the English landscape, of the most sordid kind. The human problem has been made more complex by reason of the housing shortage. While powers now exist to prevent any use of land which is not approved by a local authority, it is obviously difficult to deal harshly with people who may not have any other home to go to, and live in caravans and disused hutments and vehicles. At the same time the status of the *bona fide* camping and caravanning organizations is made more difficult, with public opinion unable to distinguish the good temporary campers from the permanent and bad ones. The manufacture of caravans has increased swiftly since the war, and it is calculated that 87 per cent of post-war production has been used as permanent dwellings.

It has become necessary that the good campers be encouraged, and the bad ones, as soon as is humanely and

Books for Tourists

Les Auberges de France
This is the handbook of the "club of the clubless" (*Club des Sans-Club*). It contains information on where to eat in France, with prices and details of menus. A member of *The Autocar* staff, who has used it continuously since before the war, has never had a poor meal, and has never been overcharged. It is obtainable from newsagents and bookshops in this country.

Michelin Guide

The classic French guide book, with details of hotels, restaurants and other tourist attractions throughout France. It contains maps and details of routes, and the Michelin service also publishes more detailed guides of the districts of France, and a range of maps. The guide costs 17s 6d, and it may be obtained from the R.A.C. and A.A., or from good-class bookshops.

"Herald Tribune" Guide to Europe

This guide is written by Americans, and contains a large amount of practical touring information, much of it of an unusual kind. The guide costs 4s and is obtainable from some booksellers, such as W. H. Smith, or from the Seymour Press, 22, Great James Street, London, W.1.

Dearer Still?

PRESSURE is being exerted on the Ministry of Fuel and Power for an increase in oil prices, expected to be a penny or two per gallon.

Diesel Engine Development

RECENT references—not in *The Autocar*—may imply that Rolls-Royce, Ltd., are responsible for the development of a V-eight engine, based upon the Merlin, which is now being produced by the Rover company. Rolls-Royce, Ltd. wish to make it clear that they are not responsible for the development of the engine concerned.

humanely possible, eliminated. At the same time the quality of holiday caravans and their sites, on the coasts and in the new national parks of Britain, must be controlled. Many of the sites condemned in this report are run by individuals caring little for conditions as compared with profits. Provision of winter storage for the truly mobile caravans is an important problem, for parking for more than a certain period may constitute a "change in the use of land," and as such come under Planning Act.

While it is now possible for the situation to be dealt with, there are loopholes and difficulties in interpretation. Here the proposals of the conference ought to be studied by all local authorities concerned, and those who may be responsible for passing future legislation. Among them are suggestions for defining what a movable dwelling actually is, and for the eventual removal of all structures which are not *bona fide* caravans, or suitable buildings on well-regulated sites. The provision of fresh sites must be attempted to cope with increasing numbers of campers and caravanners, and many of the sites already in existence, and liable to control under the existing laws, must be dealt with. A campaign for improving site conditions and amenities generally is suggested, and for vigilance in licensing of sites and temporary dwellings.

The remaining unspoiled land in Britain is strictly limited, and motorists can help the movement towards the best use of it (which affects them as much as anyone) by noting the conditions in the country through which they travel. If they are among the public-spirited, on local authorities or other organizations, they can assist in the firm but sympathetic interpretation of the powers now available.



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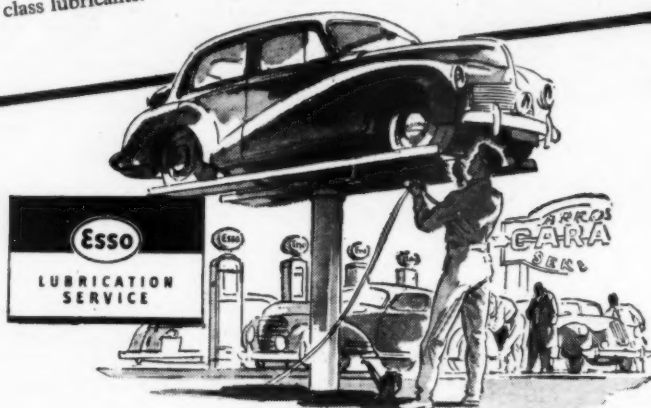
PULLMAN or IMPERIAL, £1,395 *Plus Purchase Tax*

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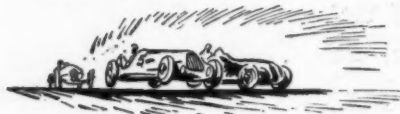
Esso Serves the Motorist



Esso's service to the motorist begins far away from Britain's pleasant byways. New oil fields have been developed in places so remote that tractors, tools and supplies had to be dropped to them by parachute. Such enterprises require immense resources in capital, skill and equipment. The Esso organisation locates, produces, refines and distributes petroleum in many parts of the world, investing vast sums of money to improve and increase the supply of petrol and high-class lubricants.



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Esso scientists work in well-equipped laboratories to produce new and better petroleum products for the motorist.

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IT PAYS TO SAY



ANGLO - AMERICAN OIL COMPANY LIMITED

The TURIN SHOW

ITALY'S LATEST MODELS
DISPLAYED: NEW 1,900 c.c.
ALFA-ROMEO PROTOTYPE

THE thirty-second Turin Motor Show, which opened on May 4, differed very considerably from the first post-war show held two years ago. The previous show was full of novel ideas and new projects, but many had little prospect of reaching production. The major factories were only just building up post-war production with revised versions of pre-war designs, but the coachbuilders were already showing that brilliant inventiveness, good taste and master craftsmanship which at once established them as the arbiters of post-war style. This year there were fewer novelties, but the Italian public was able to examine for the first time excellent sectioned exhibits showing the technical features of two brilliant and practical new designs by Italy's greatest manufacturers, the Fiat 1,400, already to be seen in hundreds on the road, and the Aurelia, which will shortly go into production at the Lancia works in Turin. Another attraction was the third series 2500 Alfa-Romeo, not previously shown in Italy.

Besides cars and accessories there was a large section devoted to commercial vehicles. It produced a fine display of the long-distance motor coaches on which the Italian coachbuilders lavish so much skill and ingenuity that for comfort and aesthetic appeal they rival the best of the cars.

Original bookings showed 42 passenger car manufacturers from six nations,



The Siata Daina, a car of high performance using Fiat 1,400 components in a special low chassis frame, with elegant coupé bodywork. It has a five-speed gear box.



The Abarth 1,100 c.c. coupé originally run at Monza had blunt square-cut nose and tail, but this Mille Miglia car, shown at Turin, had fairings added at front and rear.

with the United States most numerous, having 15, Britain next with 13 and Italy with 11; but when the show opened, several of the foreign manufacturers had empty stands. However, Britain was represented by Austin,

Bentley, Bristol, Ford, Jaguar, M.G., Morris, Riley and Rolls-Royce, and there were hopes that further cars would arrive.

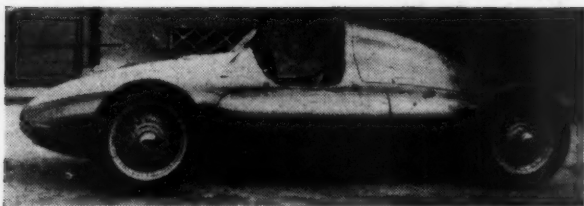
The Turin exhibition hall, with its vast arched roof and marble floors, makes a superb setting. There was heavy rain on the opening day, but thereafter the big windows afforded views of the lovely hillsides rising on the opposite banks of the Po river. The floral decorations were particularly good and Vignale had a spray of orchids on the windscreen of each of his cars.

In reviewing the fine display of the latest products of the Italian coach-building houses, it is apparent that there has been a serious reconsideration of the trend of design. Wide and heavily decorated radiator grilles are being abandoned or severely modified, the move towards enclosure of front wheels has been halted, and even the rear wheels are now exposed more often than not. The result is a welcome divergence between the styles of the latest American and Italian cars, which had come to resemble each other more and more closely during the past two years.

There was a special section devoted to historic racing car, mainly from



The show sensation which was not exhibited. Alfa-Romeo's prototype 1,900 c.c. saloon with four-cylinder twin overhead camshaft engine, which was in Turin on opening day. Production should begin towards the end of the year.



Biscaretti's museum, which is one of the sights of Turin, and also including Lurani's Nibbio, which still holds some international records. An unexpected exhibit in the main hall was the Grand Prix Cisitalia, which was shown together with its engine and transmission alongside the production models of the re-constituted company. This car with its flat-twelve engine, designed for eventual outputs up to 400 b.h.p. and mounted behind the driver, embodies the results of Dr. Porsche's long experience in racing car design. It has not yet run, but if money can be found for development work it could present a serious challenge to the Alfa-Romeo and the B.R.M.

By the Ital-meccanica stand Gigi Platé showed his latest Grand Prix racing car in partly completed form. It has two-stage supercharging and there is space for a new petrol injection device between the two blowers; but so far the invention has not advanced sufficiently to be incorporated in the car. Suspension is by axles attached to rocking beams, the ends of which are attached to torsion bars. On the racing car the beams lie longitudinally parallel with the chassis members, but a similar system is used in modified form with transverse beams on a chassis being built by Ital-meccanica for sale in the United States. Power unit for this new sports car is Ford V8 with a supercharger fed by two carburetors. A complete car was also shown with a handsome red coupé body by Stabilimenti Farina.

Another international effort was the Dyna Panhard shown with flush-sided coupé coachwork by Sirio.

Sports Chassis

Siata showed their latest Amica sports model with modified Fiat 500 engine, together with the new Daina based on the Fiat 1,400. Both cars were shown in chassis form and they have frames made from steel sheet folded into box section members, spaced widely apart so that the occupants can be set low between them. Engine, transmission and suspension components on both cars are of Fiat manufacture but various modifications increase power output, the cars are lower built than the standard products and road holding is quite remarkable.

Another new sports model was the Abarth, represented by a coupé which ran in the Mille Miglia and the open two-seater with which Scagliarini won the Italian 1,100 c.c. sports car championship last year. These cars still incorporate a good many Cisitalia components but have Porsche-type front suspension with trailing links.

The Moretti, a small coupé similar in general layout to the Fiat 500, but with a two-cylinder engine, was exhibited two years ago and some 250 have been sold. The latest car has a 600 c.c., four-

cylinder engine with a single chain-driven camshaft. It was exhibited both as a chassis and with a variety of bodies including four-seater coupé and station wagon. Power output is quoted as 21 b.h.p. at 4,200 r.p.m. The front suspension has wishbones at the top and a transverse leaf spring below, while at the rear a conventional axle casing is used with half-elliptic springs, having extra reverse camber leaves to give a progressive effect. The chassis has a steel backbone with outriggers carrying the bodywork. A 750 c.c. racing chassis was also shown with twin overhead camshaft engine said to deliver 52 b.h.p. at 6,000 r.p.m. On this model the front leaf spring is at the top and the chassis is a cradle of steel tubes extensively drilled. Weight with two-seater sports body is given as 924 lb.

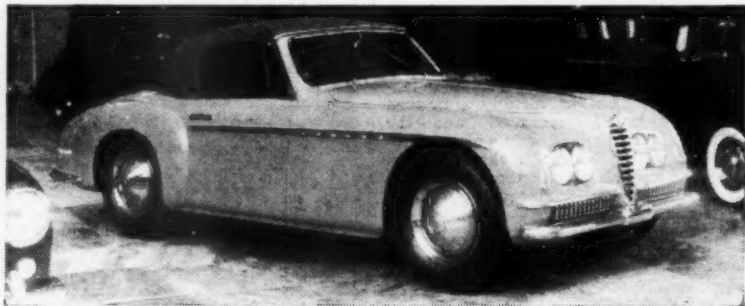
One of the most discussed new models from the Italian industry was not exhibited at the show at all, but one of the first two prototypes was present outside the exhibition on the opening day and was privately demonstrated to

Shown publicly for the first time, the 1,500 c.c. Grand Prix Cisitalia with flat-twelve engine behind the driver and fuel tanks on each side of the cockpit.

TURIN SHOW : continued

a few members of the technical Press. This is the new 1,900 c.c. Alfa-Romeo, a model which promises to be a most important addition to the range produced by the Italian industry. With a four-cylinder twin overhead camshaft engine giving about 92 b.h.p. in a 4-5-seater saloon weighing just about one ton, it has acceleration, speed and handling qualities fully in keeping with the Alfa tradition, and when production begins towards the end of this year the price should be very interesting. The car has an all-steel body of integral construction and represents a major departure from current Alfa-Romeo practice. It has conventional wishbone and coil spring suspension at the front and a rigid axle with coil springs, radius arms and a Panhard rod at the rear.

The coachwork exhibits were particularly interesting, not only for their workmanship and finish, but also for the trend of style which they revealed; they will be reviewed more fully next week. Most of the major coachbuilders concentrated on the Fiat 1,400 and the third series 2500 Alfa-Romeo chassis. There were, however, two attractive cabriolets on the special Lancia Aurelia chassis by Stabilimenti and Pinin Farina, which are to be listed in the standard range. There was also a considerable selection of station wagons showing some very interesting ideas in both style and equipment.



Interesting treatment of rubbing strip, under-bonnet air exits, and groupings for head and fog lamps on the Alfa-Romeo convertible by Pinin Farina. The rear of the hood is transparent.



To supplement the integral construction saloon, Lancias list this stylish convertible by Pinin Farina on the chassis version of the new Aurelia. It was shown in grey with light brown upholstery.



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TOMORROW'S GREAT RACE

THE best advice that anyone can give concerning tomorrow's race at Silverstone is: "Get there early, or even before that." A record crowd is expected for this, the first European Grand Prix to be run in this country, and all the best points of vantage will be thickly populated before the start of the first heat of the 500 c.c. race at 11 a.m.

This race, the curtain-raiser for the Grand Prix itself, has attracted no fewer than sixty entries. Although it is an international event, there are unfortunately no foreign competitors running, but the list is very full, nevertheless, and all the principal protagonists in this class are scheduled to appear. For instance, there are Stirling Moss, Brandon, Dryden, John Cooper, Carter, Collins and Whitehouse, to mention but a few of the Cooper drivers, while, in opposition, there are three Arenegos (with Joe Fry among the drivers), the Parker, the Emeryson, the Trimax, the Parsenn, two Iotas and two of the new Kiefts, driven by Strang and Lord Strathcarron.

In the Grand Prix itself, run over 70 laps of the 2.889-mile circuit and starting at 3 p.m., the fastest cars should undoubtedly be the official Alfa-Romeo team; these are the Type 158 cars, only slightly modified from their 1948 form,

and developing 310 b.h.p. Against them are five 4CLT Maseratis and the two earlier 4CL cars of Murray and Joe Fry; two E-type E.R.A.s and the two B-C-types of Gerard and Harrison; and two G.P. Altas, that of Geoff Crossley having a single supercharger, while J. Kelly's new car has a two-stage installation. All the foregoing have supercharged 1½-litre engines; in addition, there are the five unsupercharged 4½-litre Talbots, of which four are works entries, while the fifth, to be driven by Johnny Claes, is entered by the Ecurie Belge.

Most of the drivers are too well known to require introduction, but three of them

are newcomers to British racing—Fangio, the flying Argentinian, Fagioli, who made his name twenty years ago with Maserati and later drove for the official Mercedes-Benz team, and Martin, a rising young Frenchman who has come to the fore in the last two years as the driver of a very fast, modified B.M.W.

Public Transport

Excursion train: Euston, 7.55 a.m.; return fare 13s. Coaches leaving centre, east and north London, 7.15 a.m. onwards; return fare 12s 6d. Enquiries to George Ewer and Co., Ltd., Stamford Hill 4201-3 and 7671.

LIST OF ENTRIES

GRAND PRIX D'EUROPE
Alfa-Romeo (Type 158): Fangio, Fagioli, Farina, R. Parnell (spare driver, Taruffi).
Alfa (1948-49 G.P.-type): J. Kelly, G. Crossley.
E.R.A. (E-type): L. Johnson, P. D. C. Walker (with A. P. R. Rolt).
E.R.A. (B-C-type): E. R. Gerard, T. C. Harrison.
Maserati (Type 4CLT): Chiron, de Graffenried, Bonetto, Bira, D. Hampshire.
Maserati (Type 4CL): J. G. Fry (with B. Shawe-Taylor), D. Murray.
Talbot (Lago-Reoed): Giraud-Cabantous, Rosier, Etancelin, Martin, Claes.

500 C.C. RACE
Heat 1: Adams-Wood (D. H. Wood); Arenego (J. F. J. Bosisto); Bardon-Turner (D. P. Trueman); C.F.S. (J. R. Stoop); Cobra (T. Bryant); Cooper-Ariel (R. W. Merrick); Cooper-J.A.P. (G. H. Symonds, C. R. Hunter, S. Moss, D. Brown, A. E. Brown, J. G. Reece, Sir F. Samuelson, E. Watkins, C. D. Headland); Cooper-Norton (P. J.

Collins, J. P. Fergusson, J. W. Cox, W. J. Whitehouse); Cooper-Triumph (P. K. Brail); Cooper-H.R.D. (J. Potts, E. Winterbottom); F.H.B. (F. H. Bacon); Grose (W. L. Grose); G.S.S. (G. Spink); Iota (F. Aikens); Messenger (R. W. Messenger); Millunton (G. H. C. Millington); Parsenn (Jeremy Fry); Strang (G. R. Baird).

Heat 2: Arenego (J. G. Fry, E. J. Moor); Bond (L. Bond); Cooper-B.S.A. (K. Wharton); Cooper-J.A.P. (M. C. Keaton, M. A. H. Christie, E. Brandon, W. S. Aston, P. W. K. Page, B. A. Coldham, C. N. Cooper, J. N. Cooper, A. C. Rippon, K. E. Carter, L. Leonard, D. P. B. Prosser, D. Tye, J. F. Westcott); Cooper-Norton (R. M. Dryden, C. A. N. May); Culler (R. H. Culler); Emeryson (P. R. Emery); Iota (A. A. D. Underwood); J. B. S. (A. Bottoms); Kieft (C. Strang, Lord Strathcarron); Parker (G. R. Parker); Russell (W. R. Russell); Smith (K. W. Smith); Trimax (S. Rhiando).
The fastest thirty cars from the heats will qualify for the final.

AUSTIN RECORDS CONFIRMED

CONFIRMATION by the A.A.A. of records set up by the Austin A.40 at an airfield circuit in Long Island, U.S.A., has now been issued. As already recorded (May 5), a 70 m.p.h. collision with a deer at 1.25 a.m. on a misty, pitch-black night, put a premature *finis* to the striking demonstration. The car was a perfectly standard saloon driven in turns by Alan Hess and Lt.-Col. Goldie Gardner. The Austin did, in fact, succeed in establishing 36 Class F (1,100 to 1,500 c.c.) records. Locale of the runs was the perimeter track of the Suffolk County Airport, Long Island, measuring 2.874 miles to the lap. This course, far from ideal, although excellent as to surface, was chosen after freak rainstorms over the famous Bonneville

Salt Flats had caused Austin first to postpone and finally to abandon plans for an attempt to cover 10,000 miles in 10,000 minutes. The Long Island circuit is irregularly eight-sided. Two of its corners can only just be taken flat out, a fact to which relatively heavy tyre wear bore witness. Two identical cars were selected by A.A.A. officials from the stock of a Brooklyn dealer a week before the first of the two record sessions. The Austin contingent were given the opportunity of running the cars in, decarbonising, grinding in the valves and making the sort of adjustments that a conscientious owner would normally make in a car's infancy. Then they were allowed to select what they considered the better car.

FIRST CAR			
Duration	m.p.h.		
hr.			
1	66.04	300	65.76
3	65.82	400	65.59
5	65.69	500	65.98
12	65.08	1,000	64.83
		Miles	m.p.h.
		25	65.80
		50	66.20
		75	66.24
		100	66.21
		200	65.90
		250	65.60
		300	65.94
		400	65.70
		500	64.67
		1,000	64.84
SECOND CAR			
Standing start	m.p.h.	Flying start	m.p.h.
Distance		Distance	
1 km	47.5	1 km	68.0
5 km	61.3	5 km	66.5
10 m	62.6	10 km	65.6
1 m	55.3	1 m	65.6
5 m	62.0	5 m	66.3
10 m	62.8	10 m	65.0



Passing the pits at speed—the A.40 with Alan Hess at the wheel.

The main session began at 6.20 a.m. on April 27, the intention being to run through to the same hour on Friday. A stiff breeze, accompanied by bright sun, blew most of the day and part of the night, but visibility deteriorated seriously after nightfall, when light rain alternated with shifting, treacherous mists. Conditions then became frankly dangerous.

The Gulf fuel used (an American product) was superior to the petrols normally obtainable in Europe, having an octane rating of 88. Castrol oil, Dunlop tyres and Champion plugs were other aids to the A.40.

When, a little before 1.30 a.m. on April 28, Goldie Gardner ran foul of the deer, twenty-four records were in the bag, and the short-distance marks were made subsequently by the second car.

Expert observers present included Indianapolis veteran Milt Marion, and they were unanimous in their commendation of cars and drivers. At the conclusion of the session Alan Hess challenged car manufacturers to beat the A.40 with any car on the same track, and said that the battered car would undergo a fuel consumption test from New York to Toronto under Contest Board supervision.

Fastest lap was by Gardner in 2 min 30 sec (69.1 m.p.h.).

TECHNICAL HITCHES

TOWING EQUIPMENT IS NOW STANDARDIZED FOR MANY MAKES OF CAR

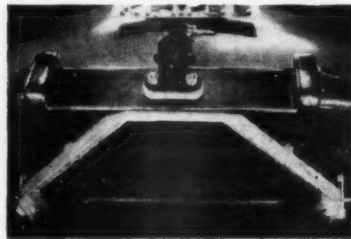
THE first question (for the motorist with a conscience) when the use of a caravan or trailer is contemplated, is "Will it damage the car?" Until fairly recently, this was a question left to the motorist himself to answer, and the only way of doing this was by trial and error, with the inspiration of the local blacksmith as an ally. Unsatisfactory brackets often led to damage to the car or failure of the bracket.

Much of the difficulty results from the wide variations in design in car chassis and rear ends, making the design of a towing attachment a difficult problem for the owner or the caravan manufacturer alone. What was needed was co-operation between car manufacturer and the maker of the vehicle to be towed. Since the war, the increasing popularity of caravans among holiday makers, and among some of the semi-"displaced persons" who have suffered from the housing difficulties, and the importance of trailers to the farmer, have made the question more pressing than before. It is now welcome news that, as a result of work by trailer manufacturers, represented by Mr. C. P. Witter, of B. Dixon-Bate, Ltd., of Chester, and the car manufacturers, a range of standard brackets approved by the latter is available.

The attachment of trailers is usually made by means of a ball joint, with split housing for hitching and unhitching. The socket is mounted on the towing vehicle, and a satisfactory location for it has been the subject of considerable work by the car and trailer manufacturers.

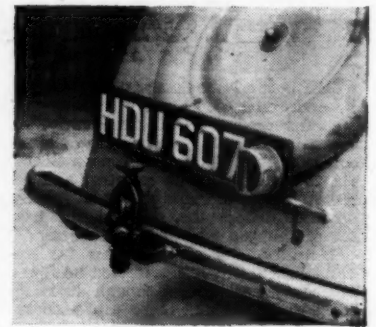
The subject was first considered in detail during the war, when the firm of Dixon-Bate, Ltd., then making trailers for fire-fighting equipment, approached

the S.M.M.T. to decide on a standard specification. It now forms the subject of S.M.M.T. Standard No. 7, which specifies the height and dimensions for a standard pad for the ball bracket. The fixing holes, with dimensions and spacing here laid down, are suitable for any of the British makes of ball coupling.



Dixon-Bate attachment, to bumper and chassis, for the Standard Vanguard. This is made without drilling or altering any components. It will be seen that loads are not taken by the bumper itself, but by the angle section extension to which the mounting pad is attached, and through it to the frame side members.

The responsibility of the car maker is concerned with the fixing of the mounting pad, and with providing means for taking the heavy towing and overrun loads. A number of arrangements has been designed, usually with a bumper mounting for the pad, and means for distributing the stresses to suitable points on chassis or frame. One attachment illustrated, that for the Standard



A Dixon-Bate ball housing towing attachment fitted to a Standard Eight.

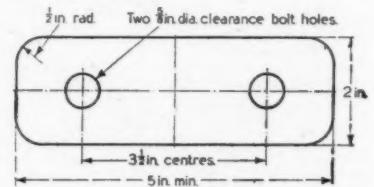
Vanguard, may be fitted without any drilling or alteration of frame members.

For the information of readers who may be thinking of using their cars for towing, the following cars have had designs prepared for them, and the manufacture and sale of the brackets is being arranged through the various service departments:—

Morris Oxford, Morris Six; Riley, M.G.; Hillman Minx; Humber Hawk and Super Snipe; Jowett Javelin; Vauxhall Wyvern and Velox; Jaguar Mark V.

Other cars for which the design of attachments has been approved but for which manufacture and sale are handled by the trailer specialists, are as follows:—

Austin A.40, A.70, Sixteen and Sheerline; Singer S.M. 1500; Standard Eight, Twelve, Fourteen, Vanguard; Ford Pilot.

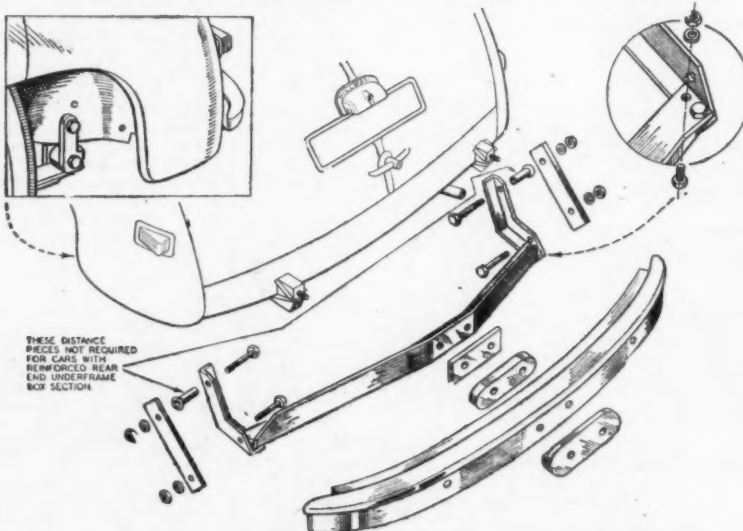


Measurements for the S.M.M.T. standard fixing pad for towing attachment.

Drawings of a suitable bracket have been approved by Armstrong Siddeley, Citroën, Rolls-Royce and Jensen. Lea-Francis are prepared to assist in suggesting modifications to bumper brackets. The service departments for Rover cars in London and Coventry will assist owners in making a towing attachment, including provision for the new 75.

It will be noticed that the work so far completed has been for recent and largely post-war designs. This is a result of the rather late interest in the subject. With changes in design, towing attachments soon become obsolete, but the present needs of many owners can now be supplied. Owners of cars of earlier date are advised to consult the makers of car and trailer for assistance; brackets for some of these cars may be available.

Specimen prices of attachments supplied by B. Dixon-Bate, Ltd. are as follows: For Austin A.70, £4 15s per set; Austin Twelve and Sixteen, £2 10s per set; A.40, £4 per set; and Sheerline, £5 8s. For Standard Eight, £2 5s; Twelve and Fourteen, £3 5s; Vanguard, £5 5s per set. This equipment does not include the ball housing, which is usually supplied with the trailer, but it comprises the mounting pad and its attachment.



The conversion kit recommended by the Hillman company for Minxes. There is no actual towing attachment, the object being solely to make possible the fitting of the necessary attachment.

HOLIDAYS AT HOME

THE expression used in the title means to the motorist something quite different from its meaning to the less fortunate who do not possess a car. For the motorist today is a much-travelled fellow—a Marco Polo of a man—who regards the Continent as his playground, and who would, given half a chance, treat the rest of the world with a like familiarity. Holidays at home to him, therefore, do not mean a deck chair in the garden in which to collapse after half an hour of weeding, but an arrow-thrust in his car to the farthest point that this land (or his petrol ration) will permit.

To such a much-travelled personality it would be superfluous to list the desirable districts of Great Britain to which his car is the key; suffice it, as has cunningly been done on the following pages, to present a number of pictures of Britain at her best. These are the stimulus and the car is waiting to serve it. Off with you, then.

How best to use the car on holiday is something of a poser.

You may establish yourself at a centre—a hotel, say—and make sallies in all directions from this hub. You may, with the help of a map, plot a crafty mileage which will land you at just the right hotel, in just the right spot, at just the right moment; in other words, you may plot a route with various night stops along it. Or you can literally use home as a centre and make your touring journeys from there, staying away a night or two if need be. Probably the second one is the most attractive. One stays, then, just long enough in each district to savour its delights, and then moves on to fresh beds and foyers new.

Mileage is obviously still the chief factor to be considered, for the petrol ration, even at the so-called "double" level of 180 miles a month, is still meagre for long-distance exploration. Motorists, however, are getting used to coping with difficulties, and a little ingenuity will make a comparatively small mileage embrace a large area of country. Where shall it be, then? Here are some pictorial suggestions.

High up above the Vale of Rydal, in the Lake District, showing traffic approaching Grasmere. The Lake District packs more scenery in the grand manner into a small area than any other in the British Isles. The weather, as in all mountain areas, is likely to be changeable, and when it is wet it is very, very wet, but when it is fine it's delicious. Centre: Kendal. Distances: London 273, Glasgow 140, Aberdeen 264, Newcastle-upon-Tyne 91, Manchester 75, Birmingham 161, Southampton 282, Bristol 234, Plymouth 354, Penzance 424.



HOLIDAYS AT HOME

continued

Ecclesiastical splendour displayed by York Minster. York, the Eboracum of Roman days, is one of the fine old cities which charm the touring visitor, and it has the additional attraction of being within easy reach of the coast, through the rolling Wolds, and the high moors to the west. Distances: London 204, Glasgow 210, Aberdeen 314, Newcastle 83, Manchester 65, Birmingham 135, Southampton 244, Bristol 231, Plymouth 350, Penzance 420.

Below: Stone cottages in Kent—at Chipstead. The south-east corner of England is an area of small compass which can be conveniently toured from a centre. Several coastal resorts are within easy reach. Centre: Canterbury, with all that the name implies. Distances: London 59, Glasgow 452, Aberdeen 364, Newcastle 330, Manchester 249, Birmingham 174, Southampton 132, Bristol 187, Plymouth 273, Penzance 343.





Dunster, in Somerset, is a gateway to North Devon, and is inseparably connected with that delightful coastline touring area, for the stretch of road through Minehead, Porlock, and over the county border to Lynton, in Devon, is acknowledged to be the finest stretch of coast road in the south-west. Centre: Ilfracombe. Distances: London 209, Glasgow 482, Aberdeen 606, Newcastle 415, Manchester 278, Birmingham 196, Southampton 150, Bristol 107, Plymouth 81, Penzance 125.

At the summit of Bwlch-y-Groes, one of the celebrated climbs in the North Wales touring area. This pass is reached through Dinas Mawddwy, but is not recommended to drivers with no experience of mountain districts. Llanberis Pass, farther north, is, however, quite straightforward. A good coastal centre is Llandudno. Distances: London 239, Glasgow 272, Aberdeen 396, Newcastle 156, Manchester 85, Birmingham 127, Southampton 252, Bristol 193, Plymouth 312, Penzance 382.





HOLIDAYS AT HOME:

continued

The Highlands of Scotland reflected in the still water of Loch Leven, near Fort William. To Scotland goes the palm for grandeur in the British Isles, and for the space in which to enjoy it. Even at the height of the season, Highland roads are far from crowded, although the comparatively few tourists may make passing difficult on some of the really minor roads. Regard A roads as B in Scotland, and B roads as unclassified; unless used to tracks, do not leave B roads. Centre: Fort William. Distances: London 515, Glasgow 113, Aberdeen 163, Newcastle 263, Manchester 328, Birmingham 415, Southampton 556, Bristol 487, Plymouth 607, Penzance 677.



Opposite: Peak District panorama. The view is down the Hope Valley from The Surprise, Derbyshire. Win Hill is on the right, Mam Tor (the shivering mountain) is on the left, and the beginning of the Pennine range is in the far distance. Centre: Buxton. Distances: London 162, Glasgow 243, Aberdeen 367, Newcastle 149, Manchester 25, Birmingham 64, Southampton 191, Bristol 146, Plymouth 266, Penzance 336.

Timbering at Evesham, in Worcestershire, in the lovely Cotswold country. This district of stone walls and rolling hills is ideal for car touring and centres on Cheltenham, the well-known spa town. Distances: London 100, Glasgow 339, Aberdeen 460, Newcastle 264, Manchester 130, Birmingham 48, Southampton 93, Bristol 38, Plymouth 158, Penzance 229.

Sorting out lobster pots and gear on the jetty at St Ives, Cornwall—a reminder that this Cornish showplace has its own industries. *Cornish centre: Newquay. Distances: London 255, Glasgow 535, Aberdeen 659, Newcastle 469, Manchester 331, Birmingham 249, Southampton 191, Bristol 160, Plymouth 52, Penzance 34.*

Below: Sunken lane in Somerset. This photograph was taken by a doctor on his round, and his car can be seen in the lane. It illustrates a typically charming lane such as can be found off the tarred roads in the mid-west county. *Centre: Taunton. Distances: London 146, Glasgow 419, Aberdeen 543, Newcastle 352, Manchester 215, Birmingham 133, Southampton 87, Bristol 44, Plymouth 75, Penzance 145.*



Eastgate Street, in Chester, a fine example of England's mediaeval cities. Chester is famous for its timbering, and is within easy reach (60 miles) of Snowdonia. *Distances: London 184, Glasgow 235, Aberdeen 359, Newcastle 177, Manchester 39, Birmingham 75, Southampton 207, Bristol 148, Plymouth 267, Penzance 337.*





Riverside inn at Sonning-on-Thames, in Berkshire. The Thames Valley makes a most interesting and unusual tour. It is a case of "find the river" quite frequently, as the Thames is not often approachable by car, but the Valley contains many beautiful villages and occasionally cuts through hills of real splendour. A good centre is Reading. Distances: London 39, Glasgow 406, Aberdeen 515, Newcastle 284, Manchester 174, Birmingham 93, Southampton 47, Bristol 81, Plymouth 183, Penzance 254.

Below: On the Yorkshire Moors near Askrigg. The village seeks the shelter of the valley, such arable land as exists is enclosed by the dry-walling characteristic of the hill districts of Britain, and above it stretch the fells on which the hill sheep roam. Centre: Harrogate. Distances: London 213, Glasgow 202, Aberdeen 280, Newcastle 80, Manchester 50, Birmingham 144, Southampton 253, Bristol 240, Plymouth 360, Penzance 430.



CARAVAN OVER THE BORDER

THE BEST OF SCOTLAND CAN BE ENJOYED "ON TOW"

WHEN I am asked to name the perfect holiday—as happens not infrequently—I have not to ponder very deeply. "Take a caravan to Scotland" is my reply. And I am quite dogmatic about it. Any holiday in Scotland can be a delight, but to get right down to real enjoyment, to get right under the skin as it were, one must shake off the shackles of the towns, and even of the villages, and live in the remoteness of the mountains or in the solitude of the glens. One must live and sleep in the silence of the vast moors, or beside a moon-drenched loch. Only then can one feel that the very spirit of Scotland has been captured.

Scotland is a great and beautiful natural park. But not unsullied. Towns, hydro-electric schemes, aluminium works, power stations, are there, too, as samples of man's despoliation through the ages. Even so, the country is vast enough to enable one to escape from all this vandalism, and a caravan does permit one to leave the blots of civilization and to experience the peace and quiet of the wide, though not always open, spaces.

Scotland (considered apart from its people, whose friendliness is proverbial) is hospitable in every sense of the word. Even the remote Highlands are friendly with forests of pine and fir, deep luxuriant glens, fast running streams, and placid lochs. This friendliness extends even to the mountains, for in the main they are green and pleasant to look upon, not forbidding and awesome as in some countries. There are exceptions, of course, if we search for them, as the Coolins in Skye, but generally speaking, the mountains are Scotland's most worthwhile and treasured heritage. Such then is the setting for your caravan. Although you may often be isolated, you will never be alone.

If ever I reproach myself in later years it will be for not having visited Scotland more often. That I am not solely to blame is little consolation. For ten years petrol restrictions have put paid to any extensive touring over the whole country, but Scotland can be sampled very pleasantly, if circumstances preclude more ambitious plans, without going right up north, or even to the Highlands.

On our way to the Highlands last year we spent a most



A delightful exploration along the side of Loch Laggan, not far from Fort William, and in the shadow of Ben Nevis.





A wayside halt in the Lowlands of Scotland.

CARAVAN OVER THE BORDER

delightful time in the Lowlands, just over the Border. The name Lowlands, to my mind, is a misnomer, for it is low only in comparison with the mountainous country higher up. In actual fact it is high ground, and bristles with mountains, several over 2,000 feet. The country round Moffat, beloved by Sir Walter Scott, embracing St. Mary's Loch, the Tweed Valley, and the Devil's Beef Tub, has scenery that, whilst maybe not so thrilling as that of the Highlands, appealed to me very strongly, and provided some happy surprises.

To those caravanners, and motorists too, who, so far, have put off a visit to Scotland owing to their available petrol being insufficient to take them to the Highlands, I say—get across the Border and tour the country south of a line drawn between Edinburgh and Hamilton. A round tour embracing the southern counties, with Edinburgh perhaps as a final port of call, will, I venture to predict, provide a delightful holiday with many unexpected thrills.

Most caravanners are apprehensive in regard to the hills in Scotland. This is quite natural, but unnecessary. Although at the moment I can speak only of the roads south of Loch Ness and the Caledonian Canal, I would say that, unless unwise detours were made, any sensibly powered outfit could cover all the A roads in the Highlands without any trouble whatsoever, with one exception perhaps—the main road from Blairgowrie to Braemar and Balmoral (A 93). This stretch includes the notorious Devil's Elbow which, although eased considerably by modern roadmaking, is not to be recommended for caravans. We came down it on our way back, and I made a mental note that I should not be very happy negotiating it in the reverse direction.

Strange as it may seem, the hilliest part of the Scottish tour was in England, for I found I had to drop into bottom gear more often whilst crossing Durham and Northumberland than during the whole time in Scotland. Truth to tell I rarely had to use bottom gear on the hills over the Border, so well are they engineered. This should encourage those caravanners who have viewed the contours of Scotland with gloomy forebodings.

The thrill of mapping out a caravan tour is second only to

that of the actual tour, and the following itinerary covered last year may assist other caravanners who are now planning a holiday tour.

To reach Loch Lomond one must negotiate Glasgow, unless one is approaching from Edinburgh, but if the crossing can be left until the evening it will not be too hazardous. The main thing is to leave Glasgow centre by the Great Western Road (A 82) and not by the Clydebank road which hugs the river and is congested and rough. Two caravan sites are available on the west shore of Loch Lomond between Luss and Tarbet, and there are several open spaces where a night halt could be made. These in the holiday season, however, are occupied mostly by campers and motorists. The best place to make for is the Ardgartan National Forestry Camp near Arrochar on Loch Long, where one can enjoy a perfect pitch on the waterside and amenities which few other camps can offer. If desired one could almost fish from the caravan window. By the way, those caravanners doing the Lowlands will find an excellent Forestry camp at Glen Trool in Galloway, about 10 miles north of Newton Stewart, on the Girvan road.

Through the Loch Country

From Ardgartan the new easy road over Rest-and-be-Thankful opens up to the caravanner a vast area of the Western Highlands previously inaccessible. The Cowal Peninsula, and the grand country extending to Inveraray, Oban and the west coast, including delightful Loch Awe and Loch Fyne, are now easily reached. Or one can skirt Loch Lomond through the Glen Falloch to Crianlarich, and thence to Tyndrum and over the new road to Bridge of Orchy, with the mighty Grampians on the left, to Glencoe. The road over the Pass of Glencoe, through marvellous loch and mountain scenery, is one long thrill, and one could spend a week over this stretch with a fresh camping site each night.

Through Glencoe I avoided the Ballachulish Ferry by going right round Loch Leven, mainly to experience the run, but the ferry would have saved nearly a gallon of petrol. There are several very pleasant caravan sites between North Ballachulish and Fort William, and one on the shores of Loch Linnhe near Corran Inn is very attractive. Spean Bridge is a good caravan centre for touring the Ben Nevis area, and farther along there are many open spaces near Loch Laggan, for temporary halts. By proceeding eastwards through Kingussie the Cairngorms can be comfortably explored from the National Forestry Camp at Aviemore, after which the main road can then be taken south for Blair Atholl, Pitlochry, Aberfeldy, Kenmore, and along Loch Tay (no road or lakeside parking places here) to Killin.

Proceeding along A 85 to Lochearnhead, past Loch Lubnaig (one or two delightful halting places on this shore), we reach Callander, from which the Trossachs can easily be reached. As the road is not now a dead end, a fine run can be made to Loch Katrine and thence over A 821 to Aberfoyle, where the Stirling road is joined. Few suitable sites can be found in this area, and we were compelled to make shift on a site at the side of a roadhouse.

Stirling merits a stop, if only to view the famous castle and to admire the panorama over the surrounding country from this 340 ft vantage point.

It is not a long run from Stirling to Edinburgh, where several caravan sites are available—one a municipal site administered by the Camping Club of Great Britain—from which this old city can be explored.

An article on touring in Scotland would not be complete without a reference to the particular brand of winged pests known in polite circles as Scots Midges, but colloquially as "Loch Ness Monsters," which are said to breed only for the express purpose of worrying English visitors. They have a reputation for being particularly ferocious, and contemptuous of all man-made defences. That they do exist must be taken for granted as they are referred to in all guide books, but this must not put a spanner in the works. During our stay we neither saw nor felt them, despite the breeding potentialities of last year's summer. That was mainly because we took plenty of preventive "dope" with us, and did not use it!

E. A. Sissons



The Autocar ROAD TESTS

DATA FOR THE DRIVER

2½-LITRE DAIMLER SPECIAL SPORTS

PRICE, with drop-head coupé body, £1,645, plus £457 13s 11d British purchase tax. Total (in Great Britain), £2,102 13s 11d.

ENGINE: 18.2 h.p. (R.A.C. rating), 6 cylinders, overhead valves 69.6×110.49 mm, 2,522 c.c. Brake Horse-power: 85 at 4,300 r.p.m. Compression Ratio: 7 to 1. Max. Torque: 120 lb ft at 2,000 r.p.m. 22.5 m.p.h. per 1,000 r.p.m. on overdrive gear (16.5 m.p.h. on direct drive).

WEIGHT: 31 cwt 3 qr 26 lb (3,582 lb). L.B. per C.C.: 1.54. B.H.P. per TON: 53.15.

TYRE SIZE: 6.00×16in on bolt-on steel disc wheels.

TANK CAPACITY: 14 English gallons. Approximate fuel consumption range, 18-24 m.p.g. (15.7-11.8 litres per 100 km).

TURNING CIRCLE: 42ft 6in (L and R). Steering wheel movement from lock to lock: 2½ turns. LIGHTING SET: 12-volt.

MAIN DIMENSIONS: Wheelbase, 9ft 6in. Track, 4ft 4in (front and rear). Overall length, 15ft 6½in; width, 5ft 4½in; height, 5ft 1in. Minimum Ground Clearance: 6in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10-30 sec	20-40 sec	30-50 sec
3.345 to 1	16.5	18.1	20.4
4.857 to 1	10.9	11.9	13.2
6.965 to 1	7.1	7.9	—
14.571 to 1	—	—	—

From rest through gears to:—	sec	sec
30 m.p.h. ..	8.3	60 m.p.h. .. 27.5
50 m.p.h. ..	19.7	70 m.p.h. .. 41.9

SPEEDS ON GEARS:

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st ..	17-24	27.4-38.6
2nd ..	33-47	53.1-75.6
3rd (direct drive)	66-74	106.2-119.1
Top (over drive)	See text	See text

Speedometer correction by Electric Speedometer:—

Car Speedometer	Electric Speedometer m.p.h.
10	9.5
20	20.0
30	30.5
40	39.5
50	47.5
60	56.0
70	64.5
80	73.5

WEATHER: Dry, mild; variable fresh wind.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of October 22, 1948, and September 9, 1949.

The lines of the drop-head coupé are modern and the proportions impressive, but the famous Daimler frontal characteristics are retained.

No. 1407—DAIMLER SPECIAL

SPORTS DROP-HEAD COUPÉ

A HIGHLY specialized model in the Daimler range, additional to the well-established 2½-litre saloon, the Special Sports drop-head coupé is a striking example of British quality car. This is not intended to be built in large numbers, and with its convertible body built by Barker (the famous coachbuilders are controlled by Daimler) is a good deal higher priced than the saloon, to appeal to the connoisseur who can afford a custom-built car of fine appearance and marked individuality.

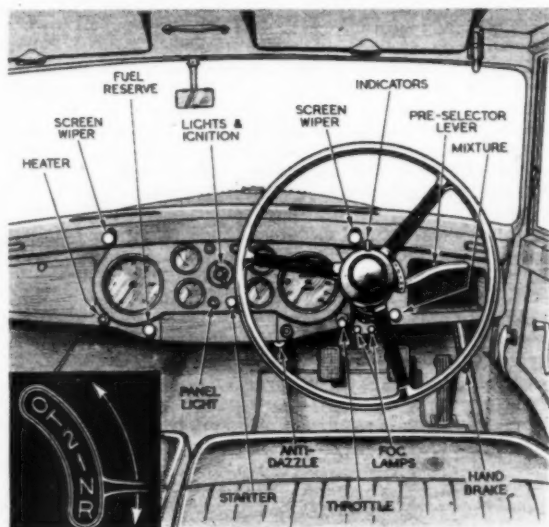
Although of the same wheelbase as the saloon, it carries a body which is in effect a two-seater with occasional seating for three. In every possible way, from the external lines to the interior of the beautifully finished body and again to the impression conveyed when the bonnet is opened and the highly finished engine room is revealed, it has the stamp of craftsmanship all over it, as befits a product of the oldest British manufacturers, who have always offered cars in the class of top luxury. Inevitably it evokes a picture of the blue of a Mediterranean sky and sea as the perfect setting for it after a high-speed run down N6 and 7 to which its effortless fast cruising is so suitable; or perhaps still more aptly in these times, a Pacific seaboard with California as the backsheet.

Departures in mechanical specification of the Special Sports from the normal run of the 2½-litre Daimler lie in the use of two carburettors for the six-cylinder overhead valve engine, and adaptation of the well-known pre-selector gear box to give direct drive on third speed, which is designated as top, and a geared up fourth speed—called an overdrive, and of a very high ratio below 3½ to 1—for open road cruising. A model with similar features but an open tourer body was being developed just as the war broke out, having been introduced originally for competition in long-distance rallies. (*The Autocar Road Test*, December 29, 1939.) It is seen now with more stylish bodywork.

It is a car of decided character, and the very nature of it is that it does not fall automatically into any of the well-defined classes applied to lesser cars. It is not to be assessed too strictly on just "what it will do" vis-à-vis a car of similar engine size and lower price; on that basis alone it would perhaps have to be put down as not fully justifying itself. A special place is its right by the association of name and tradition—and by virtue of the sheer quality and exclusiveness built into it.

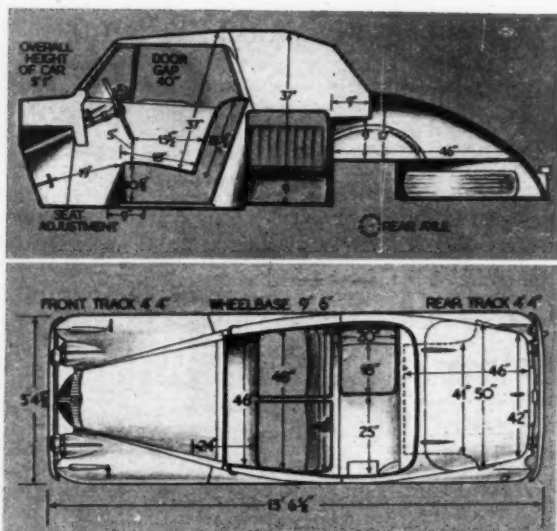
Whilst it is by no means unduly bulky, it has the overall size, and impressiveness of line, set off by the majestic Daimler radiator in its current style, which makes it stand out in any company of cars. Yet the engine is not too large to do well in petrol consumption, with the aid of the high gearing already mentioned.

Although no startling acceleration is available and rather



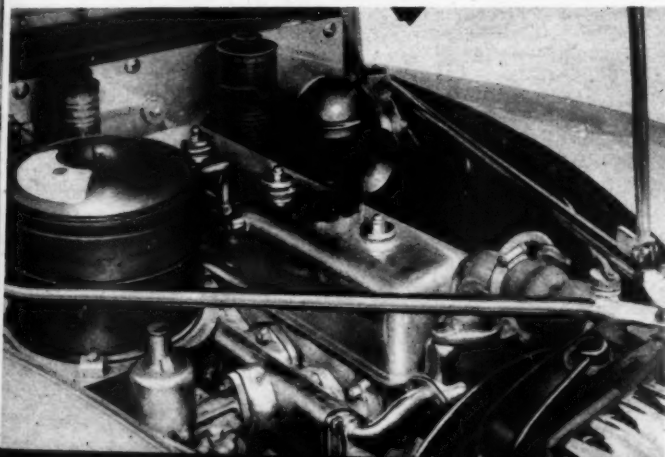


There is a fine proportioning about the Special Sports which makes it difficult to tell in a photograph whether it is a medium-sized or quite large car. In point of fact it is between the two. With head neatly furled it forms an admirable open car for fine weather, with the winding windows in the doors for protection. The wide single door at each side opens from the front.



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

A very highly polished finish is given to the bulkhead face, valve gear cover and twin carburetors, and the engine compartment in general is a model of practical and accessible layout. It is interesting to reflect that Daimlers have had for many years the now fashionable one-piece bonnet, supported when open by a strut of which the anchoring slide travels over the right-hand bracing strut in the photograph.



is the emphasis on smoothness and refinement, it quickly impresses itself as a fast car from point to point on main roads and it will hold above 70 m.p.h. without effort. In fact the ultimate, for what it may be of interest, on the high top is outside the scope of normal English roads, unless exceptional conditions happen to be encountered, and could not be recorded; it certainly lies on the favourable side of 80 m.p.h., given the room, even allowing for a speedometer that proved optimistic in the upper range. In other words, this car can be driven as fast as routes and traffic allow without the engine being made to work hard. It is exactly right for Continental touring. In keeping with the designation given to this model is the fact that the Special Sports is fitted with a rev counter. A red line is marked on the dial at 4,500 to indicate the normal limit of engine revs. The engine is delightfully smooth and quiet unless taken up to the limit on the lower gears.

Starting from rest on second gear, although this also is a quite high ratio, is normal, aided by the famous fluid flywheel, and third speed can be used with advantage for lively town driving, for accelerating on the open road, or on a winding section of road where it is wished to keep up the speed. On the cruising gear between 22 and 23 m.p.h. per 1,000 r.p.m. is given and thus at the moderate engine speed of 3,000 r.p.m. the car is doing close to a genuine 70 m.p.h.

Infinite Flexibility

Although it is termed an overdrive the highest ratio is engaged by pre-selection in the ordinary manner for this type of gear box and the driver finds himself tending to treat it as a normal four-speed box. The high ratio top or overdrive can, in fact, be used a good deal even in urban areas, for the infinite flexibility afforded by the fluid flywheel ensures that the engine will pick up smoothly even from very low speeds on the highest ratio, although not swiftly. Only at such times is there mild pinking on low-octane Pool petrol. At no time did running-on occur.

In first acquaintance with this car in its home town of Coventry under bad weather conditions the driver felt at one with it immediately, and in sleet and pouring rain put well over 40 miles into the first hour. It feels remarkably solid, an impression which is based on sound fact, for a robust frame design forms a really good foundation, though there is no suggestion of clumsiness or sheer bulk and the weighbridge does not show abnormal tonnage. Also, confidence is quickly felt in the steering, which is fairly high geared, quite definite and has marked castor action; it is a little heavier than some steering gears today and calls for the car to be firmly steered in on bends taken fast. It is accurate and safe steering, having an under-steer as opposed to the over-steer tendency so common nowadays.

The brakes, too, inspire confidence. They bring the speed down with real bite given a firm application of the pedal, and in the circumstances of everyday driving do a good job without being specially noticed, which is as brakes should be. The system is Girling hydro-mechanical, with hydraulic operation in front and mechanical at the rear.

Control of a Daimler car when starting from rest and in town traffic presents some differences of technique from the procedure with an ordinary clutch and gear box, but has

It is easy to put the head up and down and the appearance has obviously been studied in the open as well as the closed position. As will be seen, the head stows very neatly and the graceful lines are preserved.

ROAD TEST: continued



nothing complicated about it; in fact the opposite. The main point to remember is that the left pedal, occupying the place of the normal clutch pedal, is not in any circumstances to be treated as such, but solely as the means of engaging a gear or neutral position after the pre-selector gear lever has been moved to the required position. A perfectly smooth take up on all gears is achieved when the knack is learned.

Traffic driving is particularly happy, for the car will remain stationary when necessary with a suitable gear engaged, any slight tendency to creep being checked by the brake pedal. When the lights change the throttle pedal is depressed and the car moves off smoothly, the driver's left foot having remained inactive. It is a car that fits in exactly with the mood of lazy driving which appeals to most people on occasion, although it can be a swift means of travel when required to be.

It is interesting to reflect that this now so long-established feature of a fluid coupling on Daimler cars has in principle become widely adopted in the U.S.A. in recent years, as also on nearly all cars the gear lever has found its way to the steering column, a position for so long used with the Wilson pre-selector gear box. This system allows the driver to ignore the hand brake when it is necessary to halt briefly on an up gradient, the throttle pedal being depressed correspondingly to the steepness of the gradient to hold the car without the use of brakes. As to actual hill-climbing the Special Sports will make a quiet climb of a 1 in 6½ (15.4 per cent) hill on third speed or deal with it really briskly on second gear.

Riding qualities are of a high order. The suspension—independent in front by coil springs—is firm rather than soft in character, giving excellent lateral stability. At times there is noticeable up-and-down motion, but this is never of considerable amplitude and the movement caused by, for instance, a road culvert is quickly checked.

The driving position is excellent, with a first-rate view outwards over a bonnet which is not over-high or over-long, whilst the windscreen pillars are slim. The left-hand wing as well as the right is within view from a right-hand driving position. Only to the rear quarters is vision restricted, as is a feature of drop-head bodies in the closed position, and

this consequently calls for additional care at times.

The front seat could accommodate three people in an emergency. It is divided into two individually adjustable sections. Very good support is given, extending high up the shoulders. The fascia board comes a little low at the centre in relation to the left knee of a tall driver. The spring-spoked steering wheel is telescopically adjustable and can be set in an excellent position for power over it. Owing to the small size of the rear window in the drop head the view given by the interior driving mirror is restricted, but external mirrors on the front wings can be adjusted to give a full picture of what is happening astern.

Hardwood facia and door cappings are beautifully done, and play their part in proclaiming the car as a true quality machine. There is a lockable compartment of small size in the left of the facia. Windscreen demisting vents are built in and an interior heater is standard equipment. A side-ways mounted occasional seat in the rear compartment, for which there is a footrest, is designed for quick removal, and it can be placed on either the left or the right side.

First press starting from cold was obtained throughout and with use of the hand throttle control provided the car can be brought in reverse out of a garage on the brake pedal alone, by virtue of the fluid flywheel, which makes possible inch-by-inch manoeuvring in a quite remarkable way. The mixture control can be dispensed with almost at once from cold. A now very unusual and valuable item of the equipment is a control in the driving compartment that brings into operation a reserve petrol supply of approximately 1½ gallons. Separate instruments, all clear to read, include an engine water thermometer, but, as is the Daimler habit, a green warning light is provided instead of an oil pressure gauge. A Girling-Bijur system of automatic chassis lubrication, operated thermally from contact with the exhaust manifold, is a feature the Daimler owner enjoys in return for his outlay, reducing maintenance costs. Permanent D.W.S. jacks, operated conveniently by an easy-reach handle, are fitted at front and rear.

The seats are generous in depth of upholstery and give firm support. The front compartment floor is flat and entirely unobstructed by controls. Behind the main seats is a side-ways-facing occasional seat which can easily be removed to give a tremendously additional luggage space.

There is good luggage space, with considerable width but not a particularly great depth, which tapers off owing to the shape of the tail. The lid is spring loaded to remain in the open position without additional supporting struts. Spare wheel and tools are carried separately, and the equipment includes a foot tyre pump, which is unusual even on expensive cars.



The LITTLE ENGLAND

A SHORT TOUR IN A COLONY
BEYOND THE WELSH VALLEYS

By MICHAEL CLAYTON



IF you were born in one of those quiet, unspoiled and graceful little villages of which this country is justly proud, and, after leaving it behind during childhood have paid a visit many years later, you will understand why the south-westerly part of Wales has such a rare and reassuring charm. The village square, when you return to childhood domains, has become a battery of coloured lights, "Belisha" beacons and traffic signs; Farmer George's fields an airstrip, and lovers' lane the main road of a council housing estate. Fortunately, west Wales has not been "found," holiday camps are unknown, industry has passed it by, and those who resided there in the time of Victoria would find, if they could return, the little townships of Tenby and Pembroke, and the savage coastline between, as they last saw it years before.

In many other areas ancient industries continue to flourish, but rarely is the effect of medieval history so evident, not simply in industry or architecture, but in the people themselves. The title, *Little England Beyond Wales*, quoted by Camden, the Elizabethan historian, has remained an accurate description of this part of Pembrokeshire. Tradition records that early in the twelfth century, when the sea flooded the Low Countries and formed the Zuider Zee, Flemish refugees fled to England. Caradoc, the great Welsh historian, said that they appealed to Henry I for an area to live in, and he "being very liberal with that which was not his own, gave them the land of Ros in Dyfed, where are built Pembroke, Tenby and Haverfordwest, and there they remain to this day, as may well be perceived by their speech and condition differing so greatly from the rest of the country." The present occupiers of this corner of Wales are descendants of Scandinavians, Normans and Anglo-Saxons as well as Flemings, who, over the years, became thoroughly blended to form English.

The boundary of this English area—English soldiers were imported by Henry II to teach the language—is called the Landsker and runs from a point on St. Brides Bay to the mouth of the River Taf, cutting off the southern two-thirds of the county. North of this line Welsh is still spoken almost universally, and far more people than is generally known can speak no other language. Knowing this, an investigation of the Little England becomes all the more interesting.

The simplest approach from the east is probably through Carmarthen, the old-world county town beyond the coal fields and industrial areas of South Wales, and widely known as the gateway to the West. Crossing the River Towy at the foot of the hill which supports the town,

the Welsh traveller would almost certainly look to either side in the hope of seeing coracle men at their fishing.

Although so far from congested cities, Carmarthen has a very comprehensive one-way traffic system necessitated by the narrow streets, steep approaches from the east, and the influx of agricultural men and women to the market place. This last is worth a visit when time permits, for, apart from seeing the black Welsh cattle and Kerry sheep, the indoor market conducts regular business in Welsh blankets and gay traditional shawls.

Names Have Been Changed

To get to the coast at Tenby, the Haverfordwest road, still A40 from London, should be taken from Carmarthen. After a few miles of smooth, winding roads, St. Clears marks the entry into little England. Henceforth Welsh place names begin to disappear and, in fact, many villages which were known a thousand years ago as, for example, Ynys Pyr and Ynys Ty Fanog are now Caldey and Ramsey. Other names, of Scandinavian origin, are Fishguard, Steynton and Lydstep.

A left turn at the cross roads on King's Moor leaves A40 behind and a few miles more through the tiny villages of Wooden and New Hedges, again typically English, brings the approach to Tenby under the wheels. Tenby itself is an ideal centre for a motoring holiday. It has immense inherent charm and provides a base for visiting delightful beaches, backed by fearsome cliffs eaten away in places, almost deliberately one might think, for the pleasure of those who like exploring caverns. Pem-

The A40 trunk route enters Carmarthen from the east, crossing the River Towy and climbing up past the old walls to the centre of the town.



brokeshire is a county of castles and from Tenby some of the finest are easily reached.

But first have a good look at the old town, perched on the cliffs, looking out eastward to St. Catherine's Island on its doorstep and the larger Caldy Island on the line of the coast, about three miles to the south. It has its own castle, and the most ancient part of the town is arranged within the old walls. These can easily be traced, and the motorist must take every care if he gets out through the "five arches." These are grouped at one point in the walls where all vehicles must pass through one arch, in the line of the walls, and may take their choice of which of the other four they use to get out the other side. As each arch is only a little more than a car's width and there are no pavements for the many pedestrians, "five arches" can be quite an adventure!

A good impression of this part of the country, if time is limited, can be snatched by a run through Lydstep, Manorbier, and Hodgeston to Pembroke and back through Carew



One entry and four exits in a curious gateway in the walls of Tenby. Below: The old castle looks out over the sandy beaches of Manorbier.



Fearsome cliffs protect this coastline from the sea. At the foot of these, facing St. Catherine's Island, are sandy inlets which can be reached from the road by steps cut in the rock.

Cheriton and Redberth to the Carmarthen-Tenby junction on King's Moor. The first part of this run takes in the coastline, and the caves at Lydstep are first on the agenda. Here also the sporting enthusiast can see the Lydstep hill-climb course which has received a good deal of attention from sports drivers this year and last. Manorbier, the next port of call, is probably one of the most delightful seaside villages on that part of the coast. The old castle is everything it should be, gazing down on to the sandy beach as it has through the centuries. It is the kind of inlet which, given sunny weather, one would never want to leave.

There are compensations for pushing on, however, in the quiet of the by-road to Pembroke and, once there, another splendid castle to be examined. This one, built in about 1200, has a great keep which is probably the finest in this country, and figures prominently in British history. Here the Irish were repulsed, and Henry VII was born. Today one can see the old walls, across the main street, which were made into houses which are still standing.

On the return route the road winds again through an exceptionally green countryside, passing Carew Cheriton—which is not, in fact, as picturesque as its name suggests—King's Moor and back towards Carmarthen. About three miles past the moor a very severe left-hand bend, duly signed, should be taken even more slowly than necessary to permit a glance seawards over the right-hand verge. A steep sided, wooded valley leads down to the sea. Its ineffable tranquillity and magnificent colouring are touched off by a glimpse of the sea a mile and a half distant.

Such a route as this describes is only sampling the fringe of the little England beyond Wales. There is so very much more to be seen and enjoyed. Indeed, if the absence of pierrots and promenade orchestras is not unwelcome, and courteous response from shopkeepers and others is desirable, a motoring holiday could not be better spent than in this English supplement to Wales.



First corner, first race: L. Leonard, driving the original (Vauxhall-engined) Cooper sports car, leads the eventual winner, G. P. Phillips' Le Mans TC M.G., round Madgwick Corner.

MEMBERS' DAY AT GOODWOOD

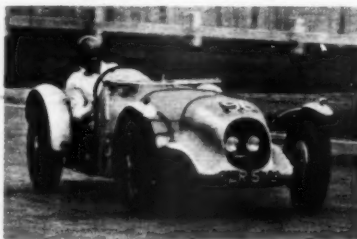
LAST Saturday the B.A.R.C. held their "members only" meeting of sports car races at Goodwood, and received a total entry of 120 competitors, which underlines the enormous enthusiasm at present prevailing for motor racing of all kinds. Fortunately, the Clerk of the Course succeeded in overcoming the opposition of the Clerk of the Weather, and although the sky was always overcast, the rain which fell during the morning stopped before lunch and the racing took place on dry roads. In all, there were ten races, all over three laps; the first five were scratch events for unsupercharged cars of various capacities, and the remainder handicaps, of which the first two were for M.G. cars only.

Particularly notable performers in the scratch races included J. C. C. Mayers, driving an M.G. reconstructed by Harry Lester and bored out to 1½ litres capacity; Kenneth McAlpine's Connaught, which once more emphasized the remarkable speed and road holding of these Lea-Francis-engined cars with rigid axle front suspension, and Sydney Allard, who put up fastest lap of the day at 75.20 m.p.h. in his J2 Allard—the same car in which he unfortunately crashed during the Targa Florio, but now once more fitted with an enlarged Mercury engine.

Other highlights during the same races

were the narrow victory of G. E. Phillips' M.G. over Keen's H.R.G. in the first race; the remarkable getaway of Chevell's much-rebuilt Alvis Speed Twenty from the back row (in the third race) to third place on the first corner, although the driver could not maintain this position; the success of Ken Rose in keeping his very touring-bodied 2½-litre Lea-Francis ahead of two out of the three Silverstone Healeys in the same event, and the excellently judged final burst of speed with which Guy Gale (Darracq) snatched second place in the fifth race from Jason-Henry's Delahaye, practically on the line.

The first M.G. handicap was another easy victory for Mayers' special M.G.,



B. Chevell in his workmanlike rebuilt Alvis Speed Twenty.

which gained twelve seconds in three laps from R. W. Jacobs' well-known and very rapid blown TC; these two started from scratch in company with—inexplicably—one of the new TD models. In the second similar race E. J. Haesendonck scored an even easier win with his blown PB model. The remaining handicaps demonstrated the remarkable speed round corners of the Buckler Special, which led

Hull's blown Alfa-Romeo coupé—itsself going very well—for two laps before retiring; the neat and tidy driving of Nancy Binns to win the ninth race with her T.T. Riley, and the surprising turn of speed shown by J. M. Sparrowe's Morgan 4-4, just beaten for third place in the last race by the new TC M.G.-engined Cooper driven by Eric Brandon.

There were many more excellent performances; suffice it to say that the standard of driving was on the whole excellent, the organization first class—even though some of the handicapping was palpably absurd—and there were no serious incidents and very few instances of grass cutting. John Bolster, as usual, provided a racy commentary on the day's proceedings.

RESULTS

Scratch races: Up to 1,500 c.c. (A): 1. M.G. 1,250 (G. E. Phillips), 6m 24.2s, 67.80 m.p.h.; 2. H.R.G. 1,496 (M. J. C. Keen); 3. Cooper 1,247 (L. Leonard). Won by 0.4s: 14.4s between 2nd and 3rd.

Up to 1,500 c.c. (B): 1. Lester M.G. 1,467 (J. C. C. Mayers), 6m 14s, 69.8 m.p.h.; 2. Cooper 1,250 (J. N. Cooper); 3. H.R.G. 1,496 (E. Thompson). Won by 3.3s: 4.6s.

1,500 to 2,000 c.c. (A): 1. Connaught 1,767 (K. McAlpine), 6m 0s, 72.00 m.p.h.; 2. Healey 2,443 (C. Mortimer); 3. Fraser-Nash-B.M.W. 1,996 (G. Tyrer). Won by 16.6s: 0.2s.

1,500 to 2,000 c.c. (B): 1. Fraser-Nash 1,971 (T. A. D. Crook), 6m 10s, 70.01 m.p.h.; 2. Fraser-Nash-B.M.W. 1,971 (R. F. Peacock); 3. S.B. Jaguar 2,696 (J. K. B. Brise). Won by 9.2s: 13.8s.

Unlimited: 1. Allard 4,575 (S. H. Allard), 5m 56.6s, 72.75 m.p.h.; 2. Delahaye 3,557 (G. Jason-Henry); 3. Darracq 3,996 (G. P. A. Gale). Won by 1.4s: 0.2s.

Handicap races: For M.G. Cars (A): 1. Lester 1,467 (J. C. C. Mayers), scr. 6m 51.4s, 71.00 m.p.h.; 2. TC 1,087 c (R. W. Jacobs), scr. 3. TC 1,250 (G. E. Phillips), 6s. Won by 12.2s: 3.4s.

For M.G. Cars (B): 1. PB 930 s (E. J. Haesendonck), 6s, 6m 56s, 66.40 m.p.h.; 2. TC 1,240 (M. J. Popple), 6s. Won by 20.6s: 5.2s.

All-owners (A): 1. M.G. 1,087 s (R. W. Jacobs), 28s, 6m 50s, 70.08 m.p.h.; 2. Alfa-Romeo 1,752 s (D. E. C. Hull), 28s; 3. Connaught 1,767 (K. McAlpine), scr. Won by 9.6s: 5.4s.

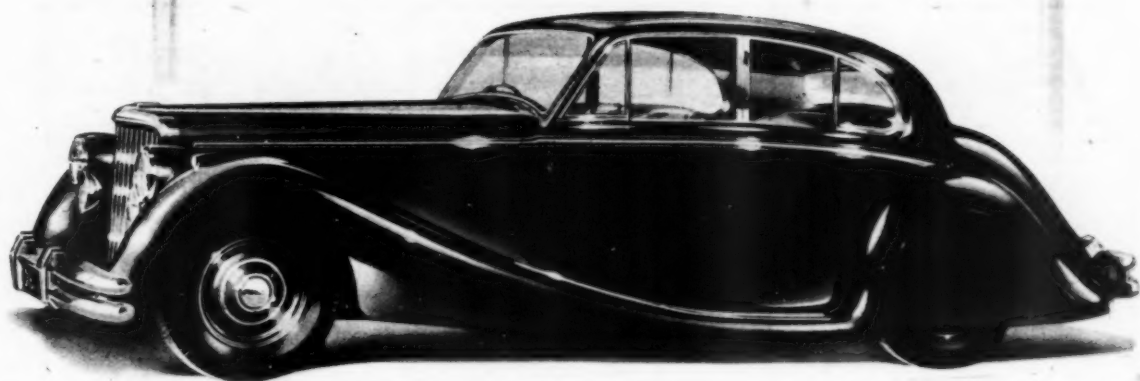
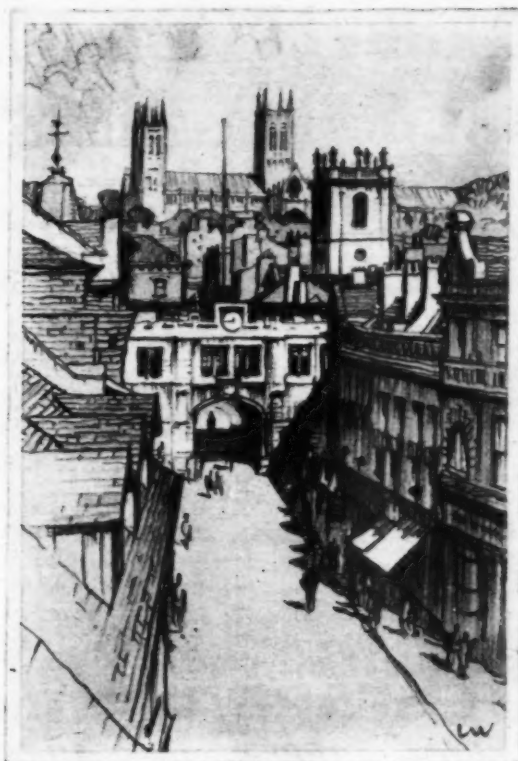
All-owners (B): 1. Riley 1,496 (Mrs. N. Binne), 28s, 6m 56s, 67.50 m.p.h.; 2. H.R.G. 1,496 (G. A. Ruddock), 28s; 3. Cooper 1,100 (J. Coombs), 28s. Won by 1.4s: 3.4s.

All-owners (C): 1. Darracq 3,996 (G. P. A. Gale), 30s, 6m 40.4s, 69.11 m.p.h.; 2. Allard 3,917 (D. D. Rander), scr; 3. Cooper 1,250 (E. Brandon), scr. won by 25.4s: 0.8s.

Left: K. Rose in the new 2½-litre sports Lea-Francis maintaining his lead over Watkins' Silverstone Healey. Right: Sydney Allard forces the J2 Allard past the Jason-Henry Delahaye (with new-look nose) to win the fifth race.



LINCOLN. The Cathedral, dating from 1070, is seen beyond Stowgate, a gateway on the site of the south gate of the Roman City. From the original specialty drawn by Laurence Wright, A.R.I.B.A.



"*EVERYTHING ABOUT IT HAS DISTINCTION. . .*" Writing of the Mark V Jaguar in the *Daily Mail*, Courtenay Edwards says:—"Everything about it, the feel of it, the way it goes, the way it sounds and the way it looks has distinction! Its engine is as docile in city streets as it is impatiently fast on the open road . . . I particularly liked the new steering which is light, positive, self-centring and free from road shocks. It corners like a racing car yet the springing with extra long torsion bars for the independent front suspension gives a delightfully smooth ride."

Jaguar

THE FINEST CAR OF ITS CLASS IN THE WORLD

For the first time!

SURE PROTECTION AGAINST TYRE-BURST DISASTER

AMAZING **LIFEGUARD** SAFETY TUBES MAKE BURSTS HARMLESS AS A SLOW LEAK

MOTORISTS need no longer dread the split-second disaster caused by sudden tyre-bursts . . . the dangerous axle-drop, the vicious swerve that wrenches the car from your grasp and flings it clean off the road or into on-coming traffic. The arrival on the market of the revolutionary new Goodyear Lifeguard safety tube makes tyre bursts as harmless as a slow leak.


Lifeguards enable you to bring your car to a gradual, straight, controlled stop after the most

violent burst. Inside the outer wall of the Lifeguard, a tough 2-ply safety tyre takes the weight of the car. Axle-drop is so slight that it has no disturbing effects at all. Your safety is complete.

Strongly-built Lifeguards outlast as many as *three* normal tubes. They are an economical and very practical life insurance policy, covering every member of your family. Fit Lifeguards now, and ensure your future motoring safety.

LIFEGUARD to the rescue!

WHAT HAPPENS IN A BURST

		
<p>50 M.P.H.</p>  <p>As you speed along, pressure in chambers A & B is equalised by 2-way valve C. Inner tyre D will bounce away from any sharp object that pierces tyre cover and outer wall E of Lifeguard. This inner tyre is impenetrable.</p>	<p>BURST!</p>  <p>Like a bolt from the blue—a 'burst'! But nothing dangerous happens. Although the air in the outer chamber escapes—60 per cent of the air is trapped inside the safety tyre, which is unharmed.</p>	<p>SAFE STOP</p>  <p>Your wheel is supported by the safety tyre. Axle-drop is negligible. There is no instability, no swerve. You simply bring the car to a straight, unhurried, controlled stop . . . and absolute safety.</p>

LIFEGUARD SAFETY TUBES

by **GOOD YEAR**

FOR YOUR FAMILY'S SAKE, FIT THEM NOW!

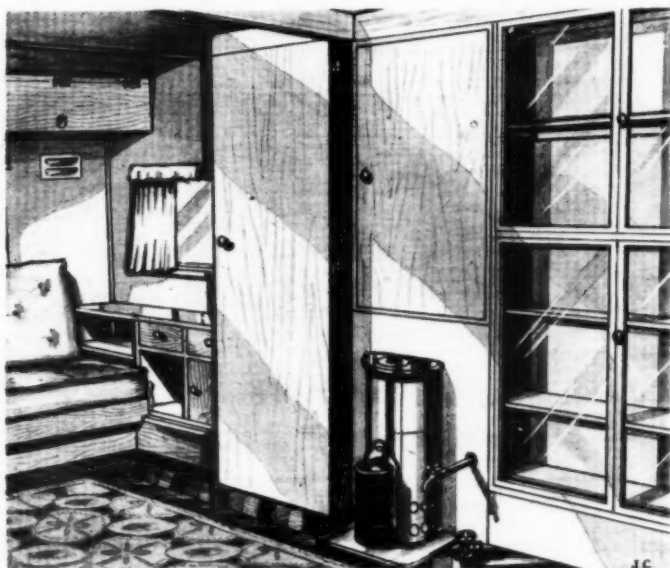


TOWED COMFORT

INDIVIDUALIST HOLIDAY
NEEDS ARE SUPPLIED BY
AN EXPANDED INDUSTRY



In the Eccles Alert, one of the smaller vans which give good value and are easily towed.



Right-hand side of the Surrey Challenger, showing the anthracite stove, with warm cupboard above, a big wardrobe and the forward saloon.

IN a former issue of *The Autocar* the phrase "compact ingenuity" was used to describe the best quality that a caravan can have. The requirements have not changed. Writing about caravans is a pleasant task, because they are nearly always associated with holidays, and the suggestion alone is rich with overtones, even at the office desk.

Although there were pleasure caravanners in England as early as 1907, when the Caravan Club was founded, they were still considered a little eccentric, even as late as the years before the recent war, when caravan holidays began to take the public eye. There have always been plenty of camps of the flimsier canvas kind, but perhaps because of the traditional English regard for a solid and permanent abode there was some suspicion of caravans. Once upon a time, the Englishman's castle was also his home,

and now, we are still assured, his home is his castle. This embattled solidity has always been needed against the blows of fate.

The suggestion of vagrancy may also have added to the distrust, for vagrants never were popular. One recalls that a chance encounter with them was sufficient to plunge the tranquil world of Jane Austen into confusion. Maggie Tulliver, though she ran away to the gipsies and intended to become their queen, soon tired of such degenerate company (they ate their food with an iron spoon) and was brought home by her father on a donkey. There is no need now for caravan campers to eat with iron spoons, for in all probability there is some patent or ultra-light set of eating equipment available. The science of the nomad is reaching a high level of development.

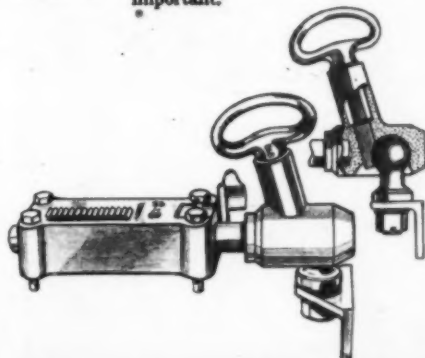
Since the war the industry has

attained quite large proportions, and choosing a van from among the huge selection is a difficult task. It is a sad fact that, according to the official figures, some 80 per cent of the caravans built since the war have been used as permanent homes. This is not their real purpose, and it is a reflection on the deplorable slowness of the programme of building permanent houses that they have had to be used in this way. Where there were some half-dozen makers, the number now exceeds the hundred mark. Not all these are likely to be reliable, for under present conditions caravan building is a trade that has brought quick returns.

There are, however, lists of firms (both retailers and makers) affiliated to the Caravan Distributors and Agents Association, and to the National Caravan Council, and from among these the prospective buyer should have no trouble in making a satisfactory choice. There are also others of proved reputation.

The specialized use of space and equipment in a caravan imposes a severe test of design. The buyer, if he is not already an experienced caravanner, should try to get his out-of-door imagination to work on the van that he sees statically in the showroom, and try to visualize it as it will be under the stress of towing, when

The B. and B. self-locking coupling. The cut-away drawing at the top shows how a latch secures the ball. Sound towing equipment is highly important.



TOWED COMFORT continued

anything that can shift will do so, and when the general qualities of the design will soon become apparent, perhaps with horrifying swiftness. Details such as catches and fastenings, plate stowage, provision for wet clothes and food storage, should have an intense scrutiny before any choice is made. Instances of delightful kitchens, but with no provision to protect the walls from spurting fat, and where doors and cupboard doors fall open, come easily to mind. The quality of the interior woodwork, in drawers and cupboards, will often reveal the workmanship that has gone into the caravan.

Towing qualities are the hardest of all to assess. Some of the present vans can be pulled by cars of as low as 8 h.p. and the solution here is to go by personal recommendation, or to buy from a maker of known and tested reputation. Low cost is desirable, but this aspect should not be allowed too much influence.

The layout of caravans varies very much, and the unorthodox is always being attempted, but real changes are few. There is a limit to what can be done with the 100 square feet of the average caravan. Sound construction is more important than novelty. Some of the developments in materials that have taken place during and since the war have given a fillip to caravan con-

A stranger to caravans is always impressed by the cupboard space in a good van. In this Wayside Rambler are seen a wardrobe, tallboy and dressing table, and big under-bunk locker.

struction, and the use of aluminium, various patented insulating materials and compressed sheeting, also synthetic glues, has contributed to better caravans. Even so, it is interesting to see that such ancient features as the gipsy lantern roof are still used in many of the best caravans, and this type of roof is still unbeatable, while needing a little more expenditure.

A tide of cautions and provisos! Perhaps, but all difficulties have a habit of dissolving in the warm holiday spirit. The caravan holiday will appeal to those who are not too addicted to the tented frailty of life under canvas and who like the sense of freedom



The charming country scene above is a model of an ideal caravan park as visualized by the Caravan Club.

The space-giving simplicity and good taste of modern caravans is exemplified by this interior view, looking aft, in the Paladin Wisdom.

from gentility and the hotel lounge that the moving holiday affords. Nowadays, too—though the cooking sex may not agree—the expense of holidays makes the self-catering of this kind of holiday an important item in the total account. One can, in a sense, live off the country, armed only with a ration book.

A caravan is not so exposed to the often uncompunctious visitings of nature as a camp, and the blend of domestic adequacy with the added sense of being close to the country itself is an ideal mixture. May is early days for holidays for the average Englishman, who seems to prefer the heat and turmoil that lasts from July onwards. May, the season of tremulous opening summer, is, all the same, a good time for the final plans, and caravanning may provide the enjoyment that forms the myth of next winter.

Choosing, and it is here that the task becomes hard, will, of course, be largely dictated by price. The range available seems to fall into groups with fairly clear divisions. There are the large luxury caravans, and the permanent living designs, that fall into the over-£1,000 class. Between these and

the best-quality holiday caravans there are a number of large designs that cost about £800-£900, and some of them offer the size and facilities of the "permanents." The largest group are the typical holiday caravans, which are about £500, and then come the smaller holiday designs (about £300) where the requirements have been cut to the bare essentials. From among these it should be possible to make a choice.

Some manufacturers, such as Low Loading and Dixon-Bate, make chassis only. It is possible to build one's own van on this basis. Some experienced caravanners feel that only the owner, if mechanically minded, is able to translate the experience of past holidays into practical design detail. A sharp division of choice occurs between those who favour a caravan that can be lived in all the year round and those who require them for holidays. This article is not really concerned with those who need them as a substitute for permanent houses, and it is worth pointing out that this use may soon become illegal in fact, as it already is in theory, under the Town Planning Acts.

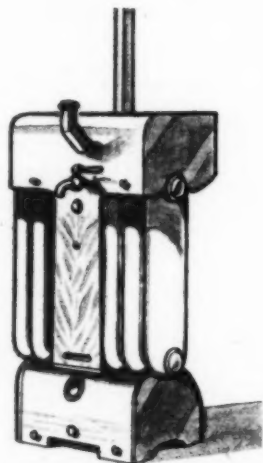
The large and flat-resembling de-





signs, such as the Berkeley Ambassador and International Homobile, can be used for either purpose, and granted a suitable sized car, will make very elaborate and comfortable *pieds-à-terre* for holidays.

Most holidaymakers will be interested in the small, tough caravan, sleeping perhaps four, and towable by a medium-sized car. Though the cost is greater, a compact van with lantern roof is unbeatable for holiday purposes, and this would be the Editorial choice. A Car Trailer Countess is excellent, and of not too high a price. One slightly cheaper, and without the elaborate roof, the Paladin Wisdom, should meet most requirements. For the really economical range, a Thomson Almond at only £298 should be excellent, and it is hard to get below this figure with a satisfactory performance. The Chilworth Midget is about



the same, and also one of the Northampton range.

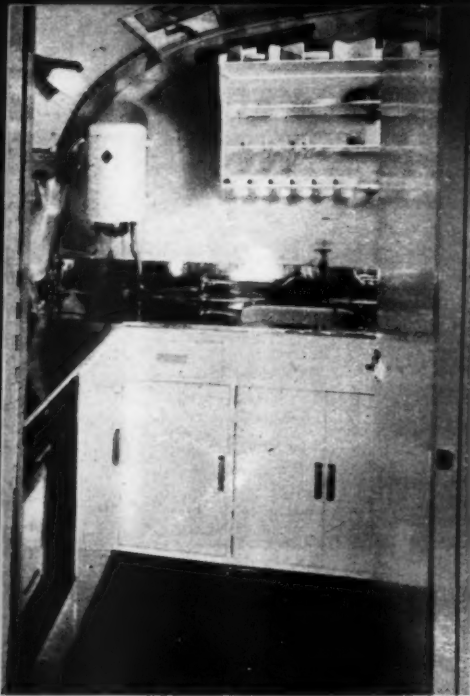
Layouts are standardized to a great extent, and there is a limit to the number of changes that may be rung on a given theme. That is why the quality that lies below the visible parts is so important. Some of the caravans around £500 now fit anthra-



Calor gas stove and water heating units in the end kitchen of the Burlingham Langdale. The quick, clean and easy gas heater is a most useful piece of equipment.

Good use is made by most caravans of natural wood finishes. This is the Kingfisher, which is furnished in African hardwoods. Left: The popular Gravier radiator and water heater. It is a particularly safe model, incorporating a flue, and thus ensures ventilation as well as heating.





The gleaming kitchen (left) of Carlight Trailers' Colonial model has all the amenities of the home. Above: A compact and practical holiday van, the Paladin Wisdom, parks in a farmyard.

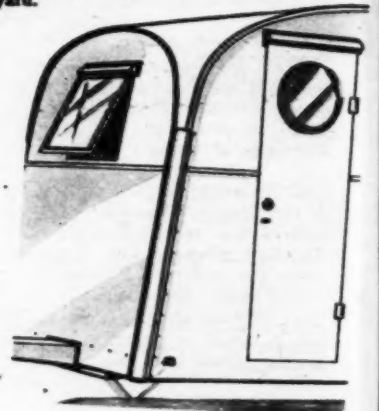
TOWED COMFORT

continued

cite stoves, which are a useful contribution to comfort, as is the airing cupboard that goes with them. They can always be added. Kitchen equipment follows standard lines, though some of the more expensive vans have layouts, such as that on the Burlingham Langdale, that are a delight to behold. Hot water supply is vital, and although all vans do not fit it, the Ascot-type heater that goes with the cylinder-fed gas supply is almost always available and can be fitted as an extra. Greasy and unresponsive plates do not

contribute to high holiday spirits. The supply of anthracite or other solid fuel can be a difficulty, and supply, even at the base end of operations, is not always easy. Paraffin lamps, however antiquated, are a useful safeguard.

Some manufacturers seem to think that the "bittiness" of leaded lights and chips of stained glass in doors and windows makes a caravan more attractive. Here it is a case of each to his taste, but most people will favour flat surfaces and functional and easily cleaned interiors. These requirements

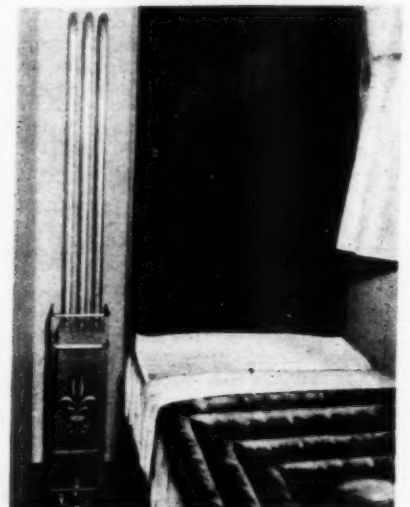


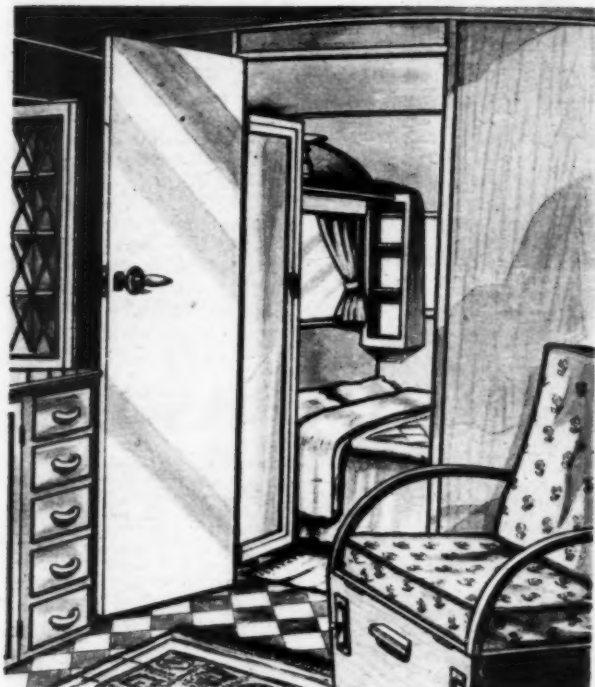
At each corner of this Chalfont caravan there is a neat built-in "drain pipe."

International Caravans' Homobile, with the bath tucked away behind the kitchen unit.



Under the bed in the end single bedroom of the Warwick Knight of Coventry Steel is concealed the bath.





Division into three rooms with walls and doors is a feature of the Southborne. Here the view is from the central lounge to the bedroom. The easy chair shown is adjustable for height and angle, and with two others is convertible into a bed.



The front end of the Country Life Landclipper caravan, looking towards the kitchen and dinette.

are fulfilled by a number of those caravans priced at about £500. For complete rectilinear splendour, I would live (if I could) in the day lounge of the Carlisle Colonial. Similar qualities, for those who do not wish to pay quite as much, can be had in such a design as the Eccles Alert. There is some indefinable feeling inside a caravan that has been designed by people who know what living in the open means, that will be apparent to the careful buyer. Baths and showers are fitted in many of the larger caravans. Not everybody will think these superfluous, even for holiday purposes, but for use on sites there is the problem of the disposal of the waste water. Most holidays are spent within reach of sea or lake.

Isolation Seekers

The first-timers will wonder where they can park caravans, and how easily permission may be granted for this. Not all nomads are popular. England has a number of regulated caravan camps, but since the purpose of the holiday is probably to escape the madding crowd (and the ironical may find the spectacle of huddled isolation seekers amusing) the motorist will probably prefer to discover his own site. Caravanners are strongly advised to join the Caravan Club, for this is the paternal organization, established ever since caravans were drawn by

A lounge in the Deveron (Thomson Caravans), the plain walls enhancing the appearance of spaciousness.





Fresh air is, after all, the big object of caravanning. This County model (Car Trailers, Ltd.) has the good feature of a lantern roof and a magnificent sun-flap amidships.

TOWED COMFORT continued

horses. For a moderate subscription, provided the applicant is approved by the club, a lot of useful information on sites and regulations is available, and the address is 24, Store Street, London, W.C.1. This club is the A.A. and R.A.C. of caravanners. Since public opinion is very awake as to the menace that bad caravanning can be, the membership of the club is a good way to begin on the right basis.

J. F. H.

BUYERS' GUIDE TO CARAVANS

Alperton Products, Ltd., The Avenue, Newmarket, Suffolk.

The 1950 Streamlite Sprite is a four-berth caravan priced at £199. It has two rooms with one double bed and two single-tiered beds. There are a large wardrobe, shelved cupboard and gas cooker. Length is 11ft and weight 11 cwt fully equipped. This caravan can be towed by low h.p. cars.

Associated British Caravans, Ltd., 55, South Street, Epsom, Surrey.

Makers of the Rivers range of caravans. Danube trailer coach: 16ft model, basic price £890; 18ft model, £1,195; 20ft model, £1,500. The Nile range, from 10ft to 14ft 6in, ranges from £350 to £630 for Nile de luxe. The Shannon, 15ft long, is a four-berth at £736. Caravans can be supplied with a variety of layouts, all of good headroom, and triple skin construction for good insulation. This company also supplies caravan chassis.

Bampton Bros., Oxford Road, Swindon, Wiltshire.

Prices range from the B102 model at £270, fully equipped, to the C21 model at £900. The B102 has two berths and a kitchen at the front end. There is double panelling throughout and it is insulated. Length is 10ft and width 6ft 4in. The C21 model contains four berths, two single and one double, and has a large kitchen at the rear, with good cupboard space. There is a chemical toilet. The caravan is double panelled and insulated throughout and lighting and cooking are by gas. Length 21ft; width 7ft 6in.

Berkeley Coachwork, Ltd., Biggleswade, Bedfordshire.

The Ambassador is 24ft long, price £950. Lounge, dividing into two bedrooms, separate end-kitchen and separate bathroom. Pithers stove for heating and hot water. Kitchen with full-size gas stove, draining board, plate rack and sink. Bar counter at one side for meals; design of kitchen by Good Housekeeping. 20-gallon water storage; large car towing only.

The Courier, a medium-size caravan, is 20ft overall. Price £450, plus £2 10s purchase tax. Main lounge convertible into two bedrooms. Separate end-kitchen accessible from outside door. Separate toilet compartment. All furniture cabinet-built in oak. Coal stove may be fitted as extra.

This firm also supplies a caravan that is convertible into a garage or boathouse.

Bertram Hutchings Caravans, 124, Stockbridge Road, Winchester, Hampshire.

Makers of the Winchester range: 14ft, two-berth Earls Court model, £1,025, and four-berth model, also £1,025. Supplied without lantern roof and bay extension at £925. The larger 20ft Royal is £1,750. The four-berth Earls Court model has two double beds and corner kitchen at front. Own

design of coal stove on Royal model, and hot and cold water system and shower-bath. Enamelled metal food storage in kitchens.

Burlingham Caravans, Garstang By-pass, Garstang, Lancashire.

The Langdale de luxe is 18ft 6in long and four-berth. Price £1,085. Fully insulated for winter, with separate end-kitchen, two single and one double beds. Hot-water heater, tank and pump. The Lindale medium-size model is 14ft long, four-berth, with alternative layouts. Price £695 and £735. Larger Lakeland de luxe model (20ft) costs £1,580, with two double berths or one double and two single. End kitchen. All caravans coachbuilt and double-skinned. Hot water supply in Lakeland de luxe model by gas heating.

Carlisle Trailers, Ltd., Church Lane, Sleaford, Lincolnshire.

Makers of quality lantern-roofed caravans; the Colonial IVA, £1,400, and IVB, £1,425 (slightly different layout). The Colonial is a living van, but suitable for touring also. 20ft 8in in length, equipped weight, 35 cwt; four-berth with two double beds; rear end-kitchen with food storage cabinet, draining board and sink; cloakroom with shower-bath; roof lockers and airing cupboard; writing bureau. Gas-operated water heater fitted as extra.

Car Trailers, Ltd., Luton Road, Harpenden, Hertfordshire.

Makers of two well-established quality vans, both with lantern roofs. County, price £695; length 16ft 6in, four-berth; equipped weight 21 cwt. Divides into three compartments, with end-kitchen containing Calor gas stove, with oven and fully equipped cabinet. A sun-flap may be fitted if required. The Countess is 14ft in length, with four berths. Price £395. Fitted with eight-light lantern roof and optional sun-flap. Weight 19 cwt. Two living compartments, divided by permanent door. Both vans for medium-powered cars.

Chalfont Caravans, St. Peter's Motors, Market Place, Chalfont St. Peter, Buckinghamshire.

The Cruiser, 15ft long, is a four-berth at £395. Fully insulated double-skinned model, with all-metal end-kitchen. Weight 18½ cwt. Kitchen contains ventilated food storage space, grill and hot-plate, plastic sink and draining board. Towable by medium-powered cars. This firm also makes the 10ft Chummy, and 19ft Cottage, caravans.

Chilworth Caravans, 48, The Avenue, Southampton.

Chilworth Senior, 20ft long, four-berth, price £1,250. This is a living-type caravan, with separate bedroom, two double beds, central kitchen and adjacent bathroom.

The Chilworth Senior with three-berth layout is the same price. Also the Midget, a 10ft holiday caravan at £285, designed for towing in hilly districts.

The range includes a 17ft caravan of quality construction, with lantern roof, towable by 12 h.p. car; four-berth layout, with separate end-kitchen. Price £890.

Composite Vehicles, Ltd., 233, Preston Road, Brighton, Sussex.

Countryside Cottage models A and B, both £450; length 17ft 8in, weight 17½ cwt. Model A has two double beds, model B one double bed and two single beds. Lighting and heating by Calor gas.

Connaught Cruiser Caravans, Ltd., 278, High Road, Ilford, Essex.

The Cambridge, 12ft long; two compartments; four-berth, £275. Central kitchen unit, gas heating and lighting. Connaught Cruiser, a larger van, is 18ft long, four-berth; kitchenette sealed by sliding door. De luxe model, £550; separate toilet and bathroom. The Champion, 18ft 6in, similar layout to Cruiser, £575.

Country Life Caravan Co., Romsey, Hampshire.

Langard 50, £298 plus £5 purchase tax. 22ft long, weight 27 cwt. This caravan can be towed by a 14 h.p. car. There are two double berths, central kitchen. A full-size oven cooker is supplied as an extra. The separate end bedroom is an unusual feature. Lancilipper, £498 plus £5 purchase tax; medium-sized van 18ft long; four berths (one double and two single). Two wardrobes provide division into three sections. Cub 50 costs £338 plus purchase tax. Can be towed by an 8 h.p. car. 12ft 6in long, weight 9 cwt. Roof thickness 5in; sleeps three. Cooker in large end compartment.

Coventry Steel Caravans, Ltd., Exchange Works, Market Place, Warwick.

This range displays unusual metal construction. Present production, Coventry Knight 15, a four-berth, end-kitchen model, 15ft long. Price £758. Supplied as shell only for £524. New large model, the Warwick Knight 50, supplied as de luxe and standard models; 21ft 4in long, price £1,240. De luxe model has permanent lounge, kitchen and bedroom. Fittings for electric mains. Standard model is £1,140, similar in all main fittings. Shell only supplied for £790, or shell only with kitchen, £995. Designed for permanent living.

B. Dixon-Bate, Ltd., Chester.

Makers of caravan chassis and trailers only. Suppliers of approved towing brackets for Austin and Standard cars. 12-15 cwt caravan chassis with cranked axle at £51. 25-30 cwt chassis £61 10s. There is a new jockey wheel, screw action, on solid rubber, roller bearing wheels, which is suitable for caravans, at £4 5s.

65 m.p.h. for 19 hours!



The Austin A40 captures 36 American stock car records

(Officially confirmed by the American Automobile Association)

During the 27th-28th April, at Long Island, U.S.A., an Austin A40 covered over 1,000 miles at an average speed of nearly 65 m.p.h. — and captured 24 American stock car records. The A40 was due to run for 24 hours but a collision with a deer which had wandered on to the track stopped the run at 2 o'clock in the morning. However, a second A40 immediately took up the challenge, attacked flying and standing start records of 1 km. up to 10 miles, and collected 12 more records!

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CARAVAN BUYERS' GUIDE.

continued

Eccles (Birmingham) Ltd., Stinchley, Birmingham, 30.

Makers of Alert and Progress caravans. Alert is 14ft 3in long and weighs 16 cwt. Price £335, plus £3 8s purchase tax. Progress is 17ft 4in long, 25 cwt; price £675. Alert has four single berths, with central kitchen unit and stove and sink; modern construction and a clean appearance. Progress has separate end-kitchen; unusual with all-electric cooking and heating equipment.

Freemans Caravans, Stoke Golding, Nuneaton, Warwickshire.

Wel-Four; 17ft long, £695. Sleeps four, with two single bunks and convertible settee. Separate end-kitchen and main compartment divided by folding partition for sleeping. Royston gas cooker, with oven; crockery storage. The Wel-Free is a small van for 10 h.p. cars and over, £445 complete. Three-berth, 12ft long. Also available as four-berth. Divided into main living-cum-sleeping compartment, and end sleeping compartment; kitchen unit, with sink, in main compartment.

Goddard Industries, Penarth Dock, Glamorgan.

Penarth Mobile Home, £585. Length 19ft, four berths; three separate rooms with central kitchen. Not for small car towing. Penarth Norseman is £748. It is a large van for living, 24ft 6in long; weight 37 cwt; sleeps four; large lounge divides into two smaller rooms. Not for small car towing.

International Caravan Co., Ltd., Homobile Factory, Edwards Lane, Speke, Liverpool, 19.

The Homobile 22, with variants for offices and showrooms, is a permanent home type of van for powerful cars only; £795. 22ft long, unladen weight, 39 cwt; 4-ply construction and aluminium exterior. Separate kitchen and bathroom with lounge; hot water system, with open coal fire and back-boiler; varieties of furniture as alternatives. This company offers a year's guarantee.

Jubilee Caravans, Ltd., Bridge Works, Wednesbury, Staffordshire.

The Dragonfly Magna; a 20ft 3in caravan, price £750 plus £2 1s purchase tax. Four berths, one double and two single; ash framing construction and double panelling with exterior of aluminium; divided into saloon and kitchen, with saloon divisible into two bedrooms by wardrobe doors; full-sized gas cooker, with ventilated food storage.

Kelston Caravan Co., Ltd., Hambrook, Bristol.

Kelston centre-kitchen model, with lantern roof; length 10ft 4in, price £537 10s. Well-fitted moderate-size van, for medium-powered cars; divides into two rooms for sleeping, with roller shutter. Four opening roof lights; ash framing, with hardboard or aluminium exterior; sleeps four, with double and two single beds. Central kitchen unit. Also the Commodore, an end-kitchen model with plain roof, price £427.

Kingston Caravan Co., Ltd., Invader Works, Arle Road, Cheltenham, Gloucestershire.

The Invader; 18ft 6in long, alternative three- and four-berth layout, £895; this is a lantern-roofed van, well lit and ventilated, with kitchen unit at end, and central solid-fuel Courtier stove. Invader Junior, a smaller caravan, is also lantern roofed; length 16ft, weight 19 cwt. Both three- and four-berth models, £550. Kitchen unit, with compact gas stove and plastic sink. Double skin, with aluminium exterior.

Landover Caravan Co., Ltd., Oundle Road, Peterborough, Northamptonshire.

At present making a range of caravans, from the Woodston model, at £325, to the 22ft long Showman, at £953 and £825. Other

models priced at £350, £450, £599. All caravans double-skinned and insulated. The larger models have most modern fittings, end-kitchens, bathrooms.

Low Loading Trailer Co., Dean Street, Bedford.

Lolode chassis makers only. Recently developed 3-ton four-wheel chassis designed for light alloy body of up to 22ft in length.

O. G. Lywood, Ltd., North Hyde Road, Hayes, Middlesex.

At present making small luxury caravans. The Splendide 50, 15ft 3in long, a four-berth, end-kitchen model priced at £575. Kitchen with steel cabinet, and hot plate. Rest of interior divided into two compartments; ventilated closet for store purposes. Water-storage tank can be fitted as extra. Coach-built body, with aluminium exterior and hardboard interior walling. The Splendide 50 modified model is extended by 2ft to allow for two single beds in the forward compartment. Price £650. Both these models will take Pithers stoves, as extras, and hot water heaters.

Moonraker's Caravans, Bleadon, Weston-super-Mare, Somerset.

The Trailer Coach; £475; length, 20ft; weight unladen 18 cwt; exterior roof and walls of aluminium. Sleeps four, one double, two singles, or two doubles; separate kitchen and toilet compartment. Pithers stove as extra. Furnishing exceptionally complete; cupboards under seats. Not for small car towing; kitchen contains vented food cupboard, and Perspex sink and draining board.

Northampton Caravans, Ltd., Kettering Road, North, Northampton.

The Glider Flyte, a small caravan, price £299 15s, plus 17s 7d purchase tax; length 15ft 3in. Double panelled and insulated, with centre kitchen and ventilated larder and cupboards. Four berths, with one double and two single beds. Folding wardrobe doors divide interior into two rooms. Towable by 10 h.p. cars. Color gas lighting.

Paladin Trailavan Co., Ltd., Crescent Works, Nunnery Lane, Luton, Bedfordshire.

The Wisdom, a holiday style caravan; £325. 13ft 9in long, double skinned and insulated shell, with top hinged windows and Perspex roof light. Four-berth type, with dinette and convertible settee. Interior as large living room or two separate compartments; kitchen has gas stove with oven and coverable draining board and sink; towable by medium size cars.

Premier Caravans, Ltd., Harlington Works, Kingsteigton Road, Newton Abbot, S. Devon; also

Premier Caravans, Premier Works, Factory Row, Castle Circus, Torquay.

The Peer, Mk. 1, price £395. Mk. II, price £399 10s. Four berths (one double and two single); kitchen front end; full-sized cooker, £12 10s either model; stove £10 Mk. II only; length 16ft; weight complete 20 cwt; double panelled throughout; Color gas fire with cooker.

The Regal. Price £895. Four compartments; four berths (one double and two single—convertible into double); kitchen rear end with water heater, full-size Color gas cooker, shower bath, sliding toilet; length 22ft. Insulated throughout. Extras include cold chamber.

Raven Caravans (1947) Ltd., Jablo Works, Waddon, Croydon, Surrey.

A small holiday caravan, the Mignon, three-berth, price £290. The Cottage, a living van, 10ft 9in overall, five-berth, price £400. The Savoy, medium-sized, four-berth, 13ft 6in long, price £490. Also the Viking, five-berth, length 22ft. Available with sun loggia extension. Shown at New York last month; price £880.

Siddall Caravans, Ltd., 343, Old Bath Road, Cheltenham, Gloucestershire.

Family Four, price £710; four berths (two single and one double); cooker with in-built oven. Length, 18ft 3in; unladen weight 21 cwt. Awning extra.

Morning Mist, price £800; four berths (two single and one double); airing cupboard; cooker with in-built oven, two rings and grill. Gas fire; toilet. Length, 19ft 5in; unladen weight 24 cwt; insulated with glass wool; awning extra.

Sunset, price £785; four berths; two single beds and one single folding down into one double; front end kitchen with cooker oven and grill; larder and wardrobe; toilet. Length, 18ft 6in; unladen weight approx. 21 cwt. Insulated with glass wool.

R. G. Sparrow, Framley, Ongar Road, Dunmow, Essex.

The Vanmaster; £620; a 22ft living caravan. Double and two single beds and end kitchen. Gas cooker, cabinet and sink. Pithers stove and hot water system. This firm specializes in a number of layouts to customers' requirements at no extra cost. This caravan is double skinned, with aluminium exterior, and Fibreglass insulation.

R. Southern and Co., Ltd., Robin Hood Works, Brighouse, Yorkshire.

The Southern Queen is a four-berth (two single and one double) caravan priced at £1,650. The rear end kitchen has hot and cold water and a large Color gas oven. Shower. Length, 21ft; weight 35 cwt, and it can be towed by an 18 h.p. car.

Surbiton Presswork Co., 67, Alpha Road, Surbiton, Surrey.

The Tudor Clipper is a trailer coach shell which can be fitted to customers' requirements. Prices vary according to size; 22ft model, £382 10s; 21ft model, £367; 18ft model, £340. Trailer chassis are also manufactured in standard sizes of 18ft, 21ft and 22ft long by 7ft or 7ft 6in wide. Prices range from £65 to £80 according to type.

Taskers Car Trailers, Ltd., Aylesbury Road, Princes Risborough, Buckinghamshire.

Makers of trailers and caravan chassis only. Range of chassis from £50 upwards. Type 12/15; light chassis of rolled steel, main frame 12ft x 6ft 6in, with carrying capacity 15 cwt. Types 14/25 and 16/25, similar construction, with body frame either 14ft x 6ft 6in or 16ft x 6ft 6in. Capacity 25 cwt. Types 18/35 and 20/35, larger chassis, for body frame of 18ft and over. Capacity up to 35 cwt.

Thomsons (Carron) Ltd., Skaithmuir Mill, Carron, Falkirk, Scotland.

The small Almond costs £298; 14ft overall; weight 13 cwt; four berths; suitable for small car towing. Aluminium skin exterior and steel chassis. Interior wall paneling and Fibreglass insulation. For holiday living this caravan divides into two compartments with kitchen unit at centre, with stove and draining board. Convertible settee. The Deveron, the large model, is 20ft long; price £590. Double and two single beds, three compartments, with central lounge and kitchen. Ascot-type gas water heater, oven fitted gas stove, and Perspex sink.

Wayside Caravans, Ltd., Stanstead Road, Bishop's Stortford, Hertfordshire.

Regent, £495 complete; length 15ft; four berths (one double and two single); end kitchen. Cupboard and furnishings in oak.

Rambler, all metal construction, £1,050 complete. This is a living van model suitable for use as mobile office or showroom. Length 18ft 6in; unladen weight 28 cwt; three compartments; end kitchen; four berths (one double and two single); Ascot-type heater and Repkold chill chamber.

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which face a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

The Autocar READERS' SERVICE

Why Gears Jump Out of Mesh

I have a 1942 ex-W.D. Austin Eight. At the present time I am having a little trouble from the gear box. When decelerating in third gear, the gear lever is pushed back into neutral unless held in position. The gear box has been stripped, the selector, springs and third gear replaced. The trouble, however, still remains. Can you please explain the trouble and suggest a remedy?

Berwick St. James, H. G. D.
near Salisbury, Wiltshire.

AS a general rule the cause of gears disengaging themselves is too much play between the splined bore of the gear and the spline on the shaft. If the gear is a loose fit on the shaft it can tilt, so that its teeth present a slight angle to the teeth of the mating gear. This introduces an "un-wedging" action, so that the movable gear moves sideways and overpowers the deterrent ball and spring. The proper remedy is a new gear and a new shaft.

It might be possible to bring the shaft up to size by hard-chromium plating. Considerably stronger deterrent springs might provide a temporary remedy.

Austin Seven Compression

As the proud possessor of a 1930 Austin Seven, I should be greatly obliged if you could advise me if the compression ratio could be raised with advantage by machining-off, say, $\frac{1}{16}$ in of the cylinder head.

A. B. B.
Birmingham, 13.

IT can be safely said that it would not be advisable to raise the compression ratio at present. Current Pool petrol has a low octane value, and to raise the compression ratio of an old type of engine which was not designed to have a high compression would be to invite trouble from detonation.

Modernizing Suspension

I have a 1934 saloon, and would appreciate any advice on modifying the suspension. This is definitely hard, judged by modern standards, and I am wondering if it is considered practicable to soften the ride by removing one or two leaves from each spring, and also possibly adjusting the hydraulic shock absorbers.

D. E. P.
Haverfordwest, Pembrokeshire.

MODERN soft springing, and its dampers are progressive—soft in the first part of travel but rapidly stiffening. Up and down movement is more ample. Softening the small-travel springs of an old car may result in incessant bumping of the axle against the chassis. If your

car is high also, it might roll on corners.

You do not state the make of your car, but the following might help: Reset springs if they have sunk with time; keep them well greased or oiled; fit modern progressive action shock absorbers, initially soft but very resistant in later stages.

If the axles never "bottom" on the chassis over potholes, and you do not normally carry passengers or much luggage, you could have a leaf removed. It could always be replaced again if the alteration was unsatisfactory—and you might also renew the rubber axle stops on the chassis as a precaution.

Twin Carburettors on M.G.

I have a PB MG Midget, and find that in recent weeks the pulling power has fallen off considerably, especially on hills. With the engine running at normal temperature and at idling speed, by covering the aperture of the air intake on the first carburettor, the engine stops. Repeat this on the second carburettor, and there is no appreciable difference in engine speed. This happens throughout the throttle range. There does not appear to be much "suck" in the second carburettor. The piston (S.U.) functions quite freely, and with the needle at different settings it still does not seem to be getting the amount of air it should, all the work being done by the first carburettor.

F. M. S.
Clitheroe, Lancashire.

PRESUMABLY you have made sure that the connection between the butterfly valves on the two carburettors is operating correctly, and that one butterfly is not remaining shut. Also that fuel definitely is reaching both float chambers. If so, the symptoms rather suggest that the exhaust valve of one cylinder, near the second carburettor, is sticking open.

Exhaust Cut-out

*I have recently read *The Autocar Road Test* (pre-war) on the $\frac{3}{4}$ -litre Bentley saloon, and note that this particular vehicle was fitted with an exhaust cut-out. Will you kindly let me know how this device was operated and whether it is now illegal according to law?*

C. A. E.
Ilford, Essex.

A LIMITED number of the Bentley cars were fitted with a cut-out—that is, an opening in the exhaust pipe running between the exhaust branch bolted to the ports and silencer. This opening was normally sealed by a spring-loaded disc valve; if the driver moved a lever in

the cockpit, this valve opened, and the exhaust gases were discharged direct to the atmosphere, and did not pass through the silencer. Subsequently, this device was made illegal; those that had been fitted were removed, and no more were provided.

There is one alternative, which is to have a fairly free passage for the exhaust gases through the silencer and tail pipe; then, at the end of the tail pipe a valve, which can, if required, direct the gases through an auxiliary silencer. You can, by this method, obtain a reasonable straight-through effect on the open road, but have normal silence for villages and cities.

Oversize Tyres

I have a 1935 12 h.p. four-cylinder Riley Kestrel. The car has given very satisfactory service and is now needing a new set of tyres. The handbook recommends 4.75 x 18in, with a pressure of 34 and 36 lb per sq in in front and back tyres respectively. I am wondering if you could advise me of the advantages and disadvantages of fitting oversized tyres (e.g., 5.25 x 18in) at a lower pressure.

E. L. O.
Leominster, Herefordshire.

IT will certainly be advantageous, from the point of view of riding comfort, for you to have oversize tyres. The limiting factor, which you must carefully assess, is the amount of clearance between the wings and the wheels, having due regard for the steering lock and the action of the springs. Information on the best pressure for the oversize tyres should be obtained from the manufacturers.

Rear Shackles

I am at present engaged in overhauling my 1936 Series 1 Morris Eight, and have just completed fitting new shackles and pins to the front springs. All the plates I made myself, but on tackling the rear springs I find the rear shackles are made in one piece. Can you tell me whether any harm would result in my fitting two separate plates instead of jointed ones as at present, and if so, should I be weakening the rear assembly in any way?

B. S.
Sheffield.

REAR shackle plates formed in one piece have a rather better lateral stiffness than separate plates. Laterally, flexible rear shackles tend to cause a suggestion of wandering in the steering on corners. Perhaps you could bore out the spring eyes and the old solid shackles and fit larger pins. Separate plates will operate quite well if nicely fitted, but there is just the chance that wear will occur more quickly and introduce lateral slackness.

Warwick Wright Ltd.

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- | | |
|---|---|
| 1948 9 ARMSTRONG SIDDELEY
"Hurricane" Coupe, Grey, Blue leather, under 1,000 miles. | 1949 JAGUAR 3½ litre S.E. Saloon, Black, Red leather, 5,000 miles. |
| 1949 AUSTIN A.40 Devon Saloon, Grey, Brown leather, 7,000 miles. | 1949 M.G. 1½-litre T.C. two seater, Cambridge Blue, Blue leather, 2,000 miles. |
| 1949 AUSTIN A.40 Devon Saloon, Black, Beige leather, 6,000 miles. | 1949 MORRIS "Oxford" Saloon, Maroon, Beige leather, 4,000 miles. |
| 1948 AUSTIN A.70 Saloon, Black, Brown leather, 3,000 miles. | 1949 RILEY 2½-litre Saloon, Black, Fawn cloth, 7,000 miles. |
| 1949 FORD "Prefect" 10 h.p. Saloon, Black, Fawn cloth, 5,000 miles. | 1949 RILEY 1½-litre Saloon, Green, Green leather, 7,000 miles. |
| 1949 HILLMAN Minx 10 h.p. Saloon, Black, Fawn cloth, 9,000 miles. | 1948 ROVER "75" Saloon, Black, Red leather, 8,000 miles. |
| 1949 HILLMAN Minx 10 h.p. Saloon, Suede Green, Fawn cloth, 7,000 miles. | 1948 ROVER "75" Sports Saloon, Black, Grey leather, 7,000 miles. |
| 1948 HUMBER Hawk 14 h.p. Saloon, Almond Green, Fawn cloth, 7,000 miles. | 1949 SUNBEAM-TALBOT "80" Saloon, Silver Green, Beige leather, 8,000 miles. |
| 1949 HUMBER Super Snipe 27 h.p. Saloon, Black, Brown leather, 3,000 miles. | 1949 SUNBEAM-TALBOT "90" Saloon, Black, Buff leather, 1,000 miles. |
| 1949 HUMBER Super Snipe, 27 h.p. Saloon, Steel Grey, Grey leather, 7,000 miles. | 1949 STANDARD "Vanguard" Saloon, Granite Grey, Grey leather, 7,000 miles. |
| 1949 HUMBER Pullman 27 h.p. Limousine, Black, Leather and cloth, 7,000 miles. | 1949 TRIUMPH "2000" Roadster, Bronze, Beige leather, 4,000 miles. |
| 1949 JOWETT JAVELIN 1½-litre Saloon, Black, Red leather, 6,000 miles. | 1948 TRIUMPH "1800" R.E. Saloon, Metallic Grey, Grey leather, 7,000 miles. |
| 1949 JOWETT JAVELIN 1½-litre Saloon, Turquoise, Beige leather, 9,000 miles. | 1949 VAUXHALL "Wyvern" Saloon, Black, Fawn cloth, 1,000 miles. |

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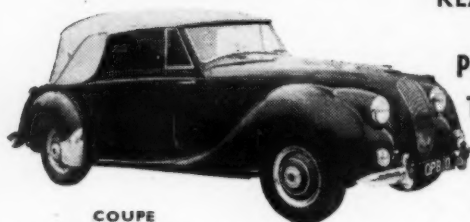
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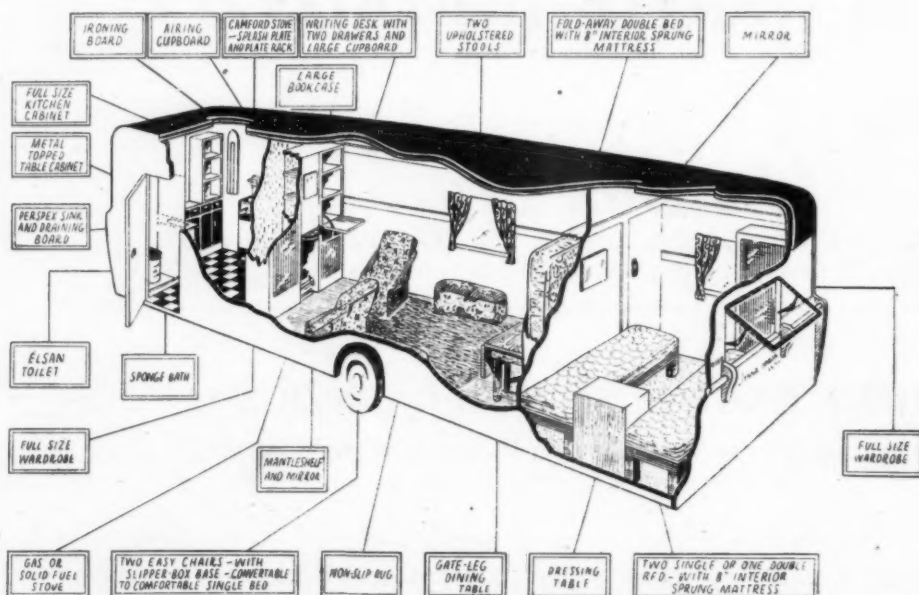
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The expansion of London Airport has doomed this 13th-century inn on the Bath Road.

CORRESPONDENCE

CROSS-CHANNEL RATES

Why the Wheelbase as a Datum Line?

[62683.]—Can any of your readers enlighten me as to why the powers-that-be fix the rate for shipment of cars across the Channel on wheelbase measurements?

Surely what matters is the space which the particular car takes up on the boat, and that, again surely, must be the overall length of the car?

L. FREWEN,
Lt.-Colonel.

Ross-on-Wye, Monmouthshire.

THE BUDGET

Pity the Poor Car Manufacturer

[62684.]—What a wonderfully flexible and long-suffering individual is the British motor manufacturer!

For years he has been obliged to produce pint-sized cars at the expense of the overseas market in order to defeat the horsepower tax. Then, after the war, that tax was at long last revised and the £10 tax substituted, and he then had a chance to build a larger and more powerful car suitable for both the home and overseas market; for how long?

Only until the Chancellor of the Exchequer decided to put a tax of 9d a gallon on fuel, thereby defeating all his efforts and necessitating the return to small, economical cars.

He is, in fact, at the mercy of politicians who can destroy the planning of years in as many minutes.

On top of all this, he is threatened, if he does not export enough cars, with the prospect of having to turn his hand to other channels.

SYMPATHIZER.

Newcastle-upon-Tyne.

Personal Transport Permits Mobility of Labour

[62685.]—As a supporter of the Labour Party, I have in the past taken a rather poor view of the obvious bias of the motor-ing Press. However, in spite of my equally obvious bias, I am forced to record my views on the anti-road-users Budget. It would seem to me that no one in Parliament, of either party, has got away from a horse-and-carriage mentality.

I would like to point out to this present and to any future Government that personal transport is one of the greatest bless-

ings of modern civilization, and that nothing but good can come to the state as a result of mobility of labour. I am forced to work in an environment in which I cannot give of my best as I just cannot afford to travel far each day. Before the war I had my car and could go where my capabilities were best used.

There must be thousands, if not millions, in the same position as myself.

Northwood, Middlesex.

L. PRATT.

Spare a Thought for the Retailer

[62686.]—A great deal has been written recently about the increased petrol tax. However, little has been said of the filling station proprietor. The profit on petrol is 10 per cent on sale. The cost of retailing petrol has been trebled against pre-war cost.

If any filling station proprietors among your readers would care to write to me with an object of forming a retailer association, I will be pleased to hear from them.

Horsham, Sussex.

C. WALPOLE.

[Letters will be forwarded.—Ed.]

NEW YORK SHOW

U.S. Comments on a British Endeavour

[62687.]—It occurred to me that I might give you my views of the recent British Auto Show for what they are worth. I am not an engineer or a technical man, but am giving what I believe would be the average American customer's reaction.

First of all, the whole idea of holding the show was first-rate. The American automobile industry has given up the idea of central shows. General Motors have taken to introducing new models in quite a fancy affair at the Waldorf Astoria, but these individual shows do not satisfy Americans, with their highly competitive viewpoints. They want to see *all* the cars. The British Show was the first means by which the average American citizen could satisfy his craving to see a number of different makes of car all in one place at the same time. So the theory on which your Show was founded is sound. Furthermore, it was expertly staged and could not have been more attractive or better done in any respect.

I venture a prediction as regards your sales. This, of course, is a dangerous thing to do because a prediction can be easily checked against subsequent performance, and may prove erroneous. In the lower price bracket the well-established M.G., now in the TD form, will be most successful, especially with the so-called younger people and with older people with young blood in their veins. Along with the TD in the lower brackets is the also widely accepted Austin, which I think will be successful at least for another year, although Nash plan

CORRESPONDENCE

continued

to bring out another \$1,000 car. In the next price level, I think the Javelin will sell a number of cars. It fits the demands of a definite group in American life, and I know it will be most attractive because there is no American car that compares with it in that particular price bracket.

I take an extremely dim view of the sales potential of a number of excellent British cars in that same bracket. They are too close in appearance to the American car and too small in comparison. I very much regret to say that I do not believe that Americans want to buy a smaller copy of their own models for the same price that they would pay for the larger American models.

The next that obviously would sell well would be the three Jaguar models, which were very well displayed and which fulfil the demand of a not inconsiderable group of Americans who want a car around \$3,700 that is heavy and good, but not as large as the Cadillac.

I think there will be an extremely limited market for the really expensive cars. The income tax in America, while it has not gone as far as it has in your country, has nevertheless made it pretty difficult for anyone to contemplate such an investment in automobiles.

It is a great mistake to make the more expensive cars look like American cars. I passed one old gentleman who gave every appearance of affluence, who was standing looking at one of your famous models and murmuring under his breath: "Just like a damned big Buick!" I stopped and intruded on his reveries. He said: "I have always owned this make, but looking at something like that is really most discouraging!" Now, there was nothing the matter with this car he was looking at, except that it did look entirely too much, as he said, like a Buick.

My congratulations for the spirit of enterprise which created this Show. My own guess is that it is the beginning of what will be an annual affair, which will eventually bring very great success, a success far beyond the present hopes of the British automotive industry.

Manchester, Union Leader Corporation
New Hampshire, U.S.A. WILLIAM LOEB, President.

DELIVERIES

Ban on Purchase of Second Car?

[62688.]—Your leading article in *The Autocar* of April 28 on new deliveries prompts me to make the following suggestion, which, I feel sure, would go a long way to stop profiteering on Covenant-free cars, and also give the genuine customer a chance of a much earlier delivery.

I agree with you, by all means do not extend the Covenant period. If a new owner wishes to profiteer on his car at the end of twelve months let him do so, but prohibit him by law from taking delivery of a second new model within three years from the date of the first delivery. If these sellers knew they could not have a second car for three years there would be no point in profiteering on the first one.

Judging from the number of small-mileage cars offered it is obvious that hundreds of people are taking delivery with the sole purpose of profiteering. Would not the above scheme, backed by the Government, put an end to this practice?

Perhaps other readers have views on this question, which most certainly needs much more careful thought on the part of manufacturers and all concerned in the motor industry.

Skipton, Yorkshire. C. G. TURFORD.

"Key Money" for New Cars?

[62689.]—In your leading article, "Deliveries," of April 28, you assume the unfairness to creep in towards the final stages. This may be so in many cases, but I cannot help feeling that the chief trouble is much nearer the source of these vehicles.

How is it possible to order a new car at any one of at least four showrooms in a certain district for delivery in less than seven days, if one is prepared to pay a mere £400 or £500 in excess of the market price pertaining?

These people have a central source of supply in or around London; the question now arises, who keeps this central pool supplied?

The B.M.T.A. Covenant system does not affect these dealers in the least; none of them is a member, and so far none of them has been prosecuted.

There is only one way to stop this black market evil. Place a ceiling price—the present retail price plus purchase tax—on all second-hand cars. This would release all the cars at present on view in all the showrooms at fantastic prices; it would ease

the demand for new cars; it would stop people taking delivery of a new car and handing it over to the black market at a small profit for resale, and it would put these parasites of the motor trade out of business. Surely a very desirable state of affairs.

I appreciate the loss to be incurred by the legitimate dealers, and do not expect much support for this scheme—but you did appeal to your readers for ideas and suggestions. It has been working for a considerable time on the resale of second-hand furniture, so obviously it is not impracticable.

Altrincham, Cheshire.

ALAN SMITH.

COOLING

Services Offered by Specialists

[62690.]—We enjoy reading *The Autocar* Readers' Service, and consider more space might be given to this useful feature.

Your advice to W. G. E. regarding his Ford-engined Wolseley (April 28) might, we think, have suggested that he seek the help of a specialist radiator repair service station.

A free test and report on the actual "flow" of his radiator, together with experienced advice, would be his for the asking.

Colchester. J. RANDALL,
Eastern Radiators.

APPRECIATION

Replies to Readers Approved

[62691.]—May I say how much I also enjoy your new feature, "Readers' Service," in *The Autocar*, of which I am a regular reader?

Heysham, Lancashire. S. R. PEEL.

CHEVROLET PERFORMANCE

No Improvement in Current Models?

[62692.]—Your Road Test, No. 1397, of the 1949-50 Chevrolet, is not, I feel, a true reflection of the car's performance. I own a 1942 Fleetline Chevrolet of which, after doing 42,000 miles, and apart from an occasional tune up, the engine has never been touched, but still does 25.3 miles to the gallon at speeds between 50 and 55 m.p.h., and over a measured mile did 89.6 m.p.h. with a speedometer reading of 93 m.p.h.

As the 1949-50 Chevrolets are some 200-300 lb lighter, this performance should be equalled, if not bettered. I therefore cannot believe your Road Test to be a true indication of the Chevrolet's performance.

Though not in complete agreement with this test, I wish to thank you for a first-class journal.

Johannesburg, S.A.

A. MONTGOMERY.

[As explained in the Road Test in question, the 1949-50 Chevrolet was rather new for best results; it was also running on Britain's poor Pool spirit. On the other hand, the figures were genuinely the best that the car did on the day in question, and it must be borne in mind that American manufacturers do not aim solely at split-second performance, particularly as regards maximum speed. Distances available in Britain frequently do not permit high-g geared cars to reach their ultimate maximum if this is much in excess of 85 m.p.h.—ED.]

AMERICAN INDICATORS

Flashing Lights Illegal in Britain

[62693.]—Having fortunately received delivery of a new American car, I have been informed that the excellent system of direction indication by flashing lights front and rear has to be cut out owing to the fact that this method of signalling is not lawful in this country. Cars that are on a six-months' licence, however, are permitted to carry on with this type of signalling.

I cannot understand why this should be so, as the method of signalling is, to my mind, more practical and foolproof than the arm-signalling device, which is often let into the door pillar and is seldom under the eye of the driver.

With the American system of flashing lights front and rear there is no arm to swing or get out of order—the signal is duplicated in front of the driver by small arrows which also light up, and if these lights do not show then the driver knows that his signalling is also not showing.

I would be glad if somebody could explain why this is so.

London, W.1.

L. F. HORNE.

[The answer is, of course, that the wording of the law does not embrace these devices.—ED.]



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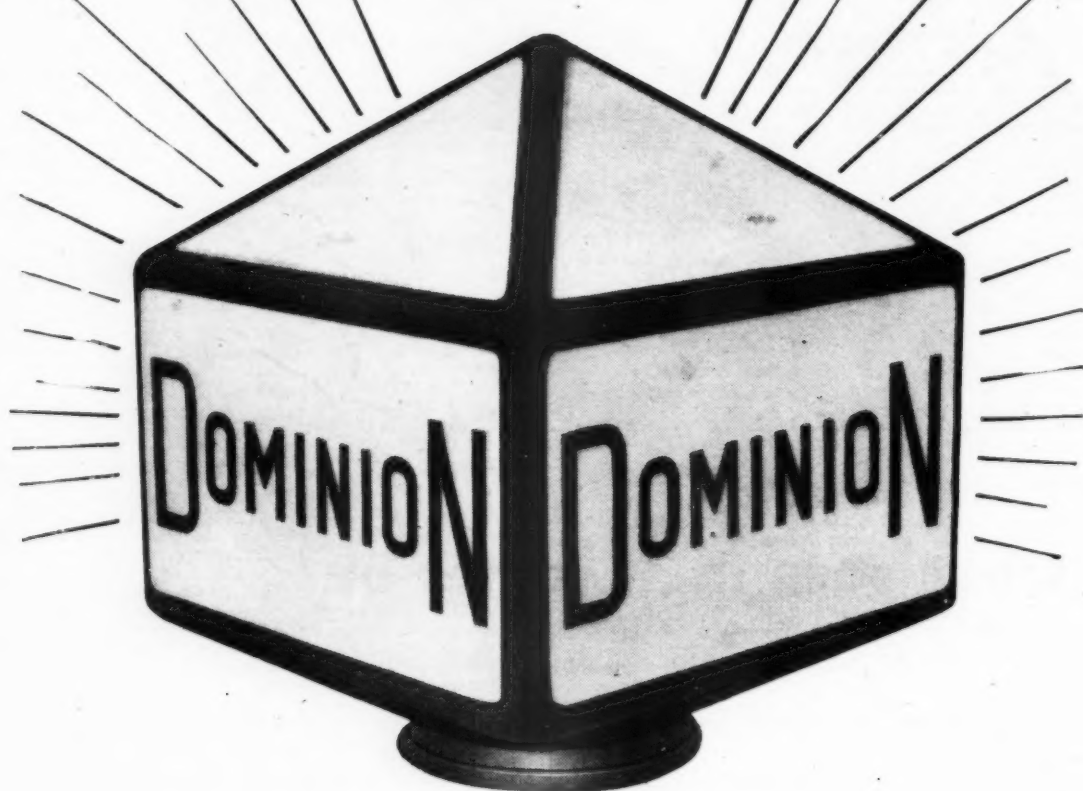
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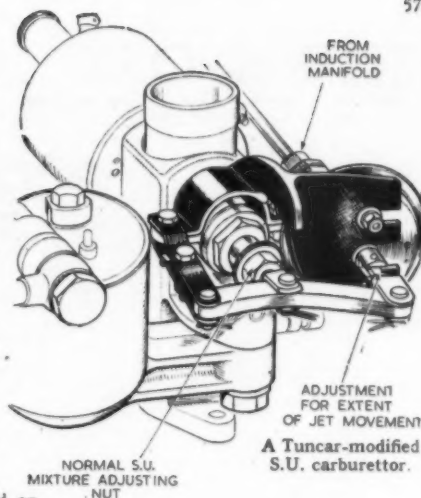
MODIFICATION TO STANDARD S.U. CARBURETTORS

IN these days of stringent petrol rationing any invention which can produce well-substantiated claims to decreasing consumption by 15 per cent certainly merits close attention. It is well known, of course, that the mixture requirements of an automobile engine vary to some extent with the load on the engine, for any given speed, and Tuncar, Ltd. have for some time been developing a modification to the S.U. carburettor which, it is claimed, exploits this variation to the full.

The apparatus consists of a suction-operated diaphragm, the function of which is to raise and lower the S.U. jet within a range of up to $\frac{1}{16}$ in. When the engine is ticking over, or running light, the high degree of vacuum existing in the induction manifold is utilized to keep the jet hard up against the adjustable stop nut; but when the throttle is suddenly opened, or the engine running

under load, the jet falls slightly, thereby enriching the mixture. A weaker needle may therefore be employed than would normally be the case, and as a considerable proportion of normal running is carried out with the engine running fairly light, a considerable economy of fuel should, in fact, be achieved.

Mr. E. G. Bacon, Junior (of the Rover Service Department, London), the inventor and patentee, has already equipped nearly fifty cars with the device—some of them with twin or triple carburettor installations—and has received a gratifying number of testimonials to its efficiency. It has been tested on both horizontal and downdraught types of S.U. carburettor, some of the units having now completed as much as 40,000 miles, and has proved very reliable and consistent in use; it is hoped that the



conversion will shortly be available to the general public. The device is being handled by Tuncar, Ltd., 3 and 4, Clements Inn, Strand, London, W.C.2.

Record-breaking British Industries Fair

THIS year's B.I.F. has already made records, and is likely to make more. It is the first national trade fair since devaluation, and much of the publicity and many of the exhibits are specially designed to interest North American importers. Indeed, more than 1,000 buyers are expected from the United States, more than 1,000 from Australia and New Zealand, and altogether it is expected that there will be 15,000 overseas buyers from 119 territories. The covered floor space at the Birmingham section of the fair at Castle Bromwich has been extended by 55,000 sq ft, and it is believed that the huge hall has the largest exhibition floor under one roof in the world. It contains seven and a half acres of exhibits, and there are a further three acres in the outdoor section, which has also been extended, by 57,000 sq ft.

At the special Press preview on Friday last there was an attendance of over 500 journalists, including more than 100 representatives of the overseas Press. It is lamentable that so many stands were in a very incomplete state, being entirely devoid of both exhibits and exhibitors' representatives. The Press were welcomed by Mr. Walter Higgs, Chairman of the Board of Management, who recalled that the building has, as a nucleus, hangars where Handley Page aeroplanes were once built.

There are in all 1,262 exhibitors in the engineering and hardware section

at Castle Bromwich, Birmingham, as against 1,196 in 1949.

Naturally there is much of interest to the motorist, especially to the enthusiast who delights in his collection of hand tools and equipment. Well-known tool manufacturers represented include Wolf Electric Tool, Ltd., John Garrington and Sons, Ltd., Black and Decker, Ltd., Desoutter Bros., Ltd., Jenks Bros., Ltd., Moore and Wright (Sheffield), Ltd., and B. O. Morris, Ltd., all of whom show wide ranges of tools, too many to be dealt with in detail. A novelty, however, is a file with a soft core which alloys it to be bent cold to any shape. This is useful when decarbonizing, and is shown by Abrasive Tools, Ltd.

Several names well known to car owners are to be seen, including Joseph Lucas, Ltd., on whose stand may be seen the recently introduced screen washer, and Runbaken, who show their oil coil, an electric soldering iron which automatically feeds a ribbon of solder on to the work, known as the Auto Feed, the Fast Charger for rapidly bringing batteries up to full charge in an emergency, the Overnight trickle charger, and various electrical testing equipment. Batteries are exhibited by Chloride Batteries, Ltd., Pritchett and Gold and E.P.S., Ltd., and Oldham and Son, Ltd.

Filters of various types for air and oil are shown by Vokes, Ltd., screenwipers, defrosters, direction indicators and other

accessories by Trico-Folberth, Ltd., radiators, oil- and water-coolers by Serck Tubes, Ltd., springs of various types and roller bearings by George Salter and Co., Ltd., welded chassis frames, and pressed and welded steell components by Joseph Sankey and Sons, Ltd. A four-speed synchromesh gear box and a rear axle with hypoid drive exhibited by Moss Gears, Ltd. are suitable for the 2½-3½-litre class of car.

Amongst other well-known suppliers to the industry are names such as Brockhouse, Sheepbridge Stokes, Accles and Pollock, David Brown, B.T.H., Dunlop, Goodyear, Fisher and Ludlow, Herbert Terry, Guest Keen and Nettlefold, Simmonds and Rubery Owen.

Mention may also be made of an interesting variable gear known as the Kopp and shown by Allspeeds, Ltd. At present this is only for industrial purposes; it consists essentially of driving and driven members, not unlike bevel wheels without teeth, between which run large steel balls on spindles. The ends of the spindles are capable of movement in slots so that the point of contact between the driving member and the ball is made to approach nearer to the axis on which the ball runs and, at the same time, the point of contact between the ball and the driven member moves farther away from the axis of the ball, so giving an alteration in the ratio between the input and output shafts.

1,496 Professors and their Cars

INTERESTING figures of car ownership in the medical profession are contained in a *Manchester Guardian* survey recently undertaken. A questionnaire was addressed to 1,496 medical professors and lecturers, one of the questions in which was: "Do you own a car?"

As might be expected, car ownership was high, 87 per cent of the group replying in the affirmative. About 13 per cent owned two or more cars. Preferences were as follows:—

Austin	16.5
Standard	16.5
Morris	6.0
Ford	5.0
Rover	5.0
Volvo	4.5
Rolls-Royce	4.0
Vauxhall	4.0
Humber	4.0
Hillman	4.0
Bentley	4.0
Daimler	2.0
Riley	2.0
Jaguar	2.0
Triumph	2.0
Armstrong Siddeley	1.0

Less than 1 per cent owned the following makes: Hudson, Alvis, Sunbeam-Talbot, Chrysler, Lanchester, Packard, Jowett, Singer, Buick, M.G., Lancia, Lagonda, Studebaker, Allard, Pontiac.

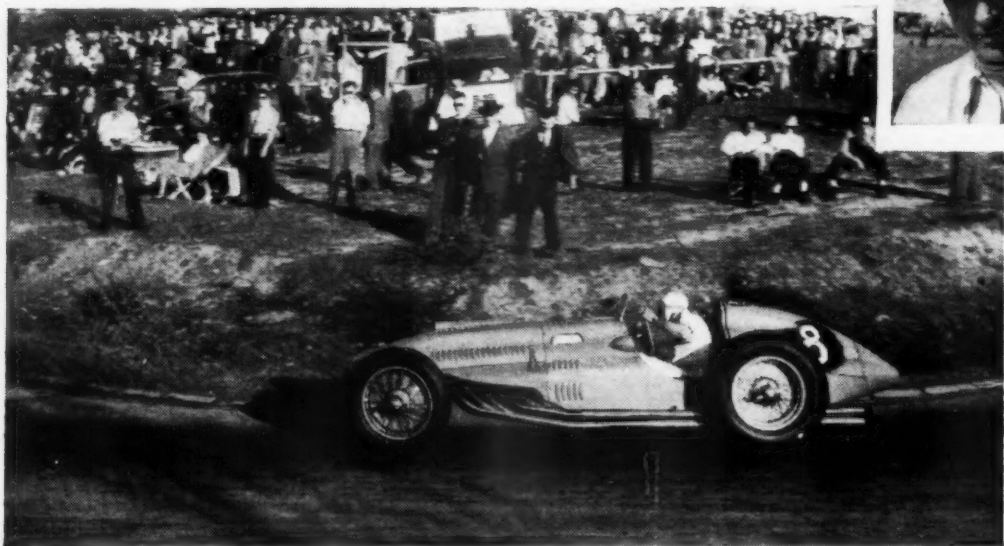
The year of origin of the makes shows that the profession has had no more than a fair share of the new cars, having regard to the professional use to which such cars are put:—

1939-135	1944-Nil	1939-55	1954-16	1929-Nil
1948-86	1943-Nil	1956-50	1955-6	1928-1
1947-94	1942-3	1937-40	1952-5	1927-Nil
1936-67	1941-Nil	1956-28	1951-2	1926-1
1945-5	1940-15	1955-10	1950-1	1925-Nil

One professor reports ownership of a 1919 Ford, but the *Guardian* accepts this figure with reserve, drily remarking that without sight of the car they suspect an error.

THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I. Mech. E., M.S.A.E.



Georges Grignard (inset) hurling his 4½-litre Lago Talbot round a bend on the road course at Montlhéry to win the recent G.P. de Paris—there were only three finishers.

FANGIO AND THE TYPE 158 ALFA-ROMEOS ARE SILVERSTONE ATTRACTIONS

TOMORROW'S race at Silverstone, while unfortunately not likely to be the terrific battle which would have ensued had the official Ferrari team been present, should be full of interest from several different points of view. To start with, it is a momentous occasion, both because it is the official Grand Prix of Europe, and because of the Royal visit with the nation-wide interest that the latter will undoubtedly evoke. Also, of course, it marks the first appearance in this country of the Type 158 Alfa-

Romeo cars and of Juan Manuel Fangio, who is rapidly building up for himself the sort of legendary reputation which in a few years' time will cause his name to be bracketed with those of Nuvolari and Caracciola, to mention only two of the world's great drivers. It is pleasant, also, to hear that Fagioli is coming over with the Alfas; although he has been driving for a very long time, he has never before driven in England, and that he is by no means finished yet was recently demonstrated by his seventh

place in the general classification of the Mille Miglia with an Osca of only 1,100 c.c. capacity.

PETER Walker's E-type E.R.A., which retains the two-stage Roots blower installation fitted last year, has now also been converted to dry sump lubrication, with a seven-gallon oil tank. Leslie Johnson's similar car, I believe, still retains the big Zoller supercharger which was part of the original design.

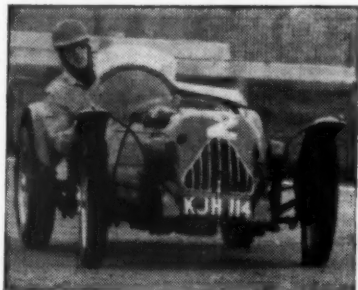
THE 500 c.c. race before the Grand Prix should be absolutely terrific, with two heats, each containing thirty cars (or as many of them as are still mobile after the practice periods). Finishers in the first heat, at least, will have time to change the engine before the final, if they hurry; but I doubt if those in the second heat could manage it. The lack of Continental opposition is a pity, but will not detract from the race as a spectacle; perhaps some of them will come over for the Whit Saturday Goodwood meeting. There are dark rumours of a very fast Italian 500—not the Nardi—with a four-cylinder engine of great power, designed by one Remor, who thought up the engine which propels the Gilera motor cycle with such indecent rapidity.

THE Goodwood Members' meeting was excellent, and is exactly the sort of event in which a novice can make his first appearance in racing. Personally, I still think it is even better for him to have competed in a sprint meeting or two first, but that is by the way. Now that British entries in foreign events have to be vetted and passed by the R.A.C., I think that this body should insist



Elie Bayonne (D.B.) and K. E. Carter (Cooper), who finished second and first respectively in the 500 c.c. race at the meeting at Montlhéry.

upon a certain minimum of experience, which could well be in this type of meeting, before allowing drivers to race abroad. Recent unfortunate crashes in the Mille Miglia, in which lives have been lost, rather emphasize this necessity; no driver with practically no racing experience should be permitted to start with a fast car in any major event—least of all the Mille Miglia, which is dangerous enough for the expert—but if his entry has been passed by the R.A.C., the organizing club will naturally accept him as suitable.



Mayers' Lester-M.G., which went extremely fast at Goodwood last Saturday.

NEXT Wednesday, May 17, competitors will be setting off on the Lisbon Rally; there are eleven starters from Glasgow, the only British starting point, and the first of them leaves the R.S.A.C. headquarters at 4.37 p.m. Their route lies through London, Dover, Paris, Bordeaux, San Sebastian, Porto and Lisbon to the finish at Estoril.

Ten of them are British, but the eleventh is no less a person than Miss Greta Molander, the famous Swedish rally exponent, who is driving a Saab 92 in company with the Baroness von Essen. Here follows the list of Glasgow starters:

Austin (G. H. Styles); Jowett Javelin (F. P. Grounds); M.G. (A. Pownall); Allard (R. E. Holt); Lea-Francis (S. J. Boshier); M.G. (K. M. Thorne); Bristol (J. H. Walton); Hillman (P. C. E. Harper); Saab (Miss Greta Molander); Austin (I. B. Page); Riley (E. N. Brinkman).

FOR some time past there have been rumours of the possibility of reviving the pre-war Monte Carlo Rally British Competitors' Club, and a meeting with this aim has now been arranged for 6 p.m. on Thursday, May 25, at the Pall Mall Room, R.A.C., Pall Mall, London, S.W.1. Arrangements are in the hands of R. Gough, Home Waters, Elms Avenue, Parkstone, Dorset.

SO quickly do events crowd one upon another at this time of year that I now find myself referring to the June Shelsley Walsh hill-climb for the first time a few days after the closing date for entries. Suffice it to say that the meeting will be held on June 10, commencing at 1.30 p.m.; this is a "cars only" meeting with all the usual racing car classes and Shelsley awards.

It is good to hear that a considerable response has been received to the M.A.C. appeal for funds towards the cost of providing a workshop lorry for the B.R.M. *équipe*. The A.A. have subscribed £100, which is a very sporting gesture, as they have no official connection with motor sport.

J. A. C.

E13

CLUB NEWS

Severn Valley M.C.—The obstacle test, which was included in a variety of driving tests run by the club on Easter Monday, proved popular with drivers and spectators alike. A meeting to consist wholly of this type of test has, therefore, been arranged; it will take place on Whit-Monday, competitors to meet at Crudington Railway Station Yard, Salop, at 2.30 p.m. The meeting will commence at 3 o'clock. Peter Thompson has produced a hand-built prototype of a club badge. It is to be sand cast and will have the Salop County badge in enamel at its centre.

Aston Martin O.C.—The annual general meeting will take place at the Cook Tavern, Fleet Street, London, E.C.4, at 6.45 p.m. on Wednesday, May 24. After the meeting there will be an informal party at which the Richard Stallebrass Memorial Trophy, and other prizes gained during the 1949 season, will be presented. Those wishing to attend should advise George Taylor, Orchard Cottage, Stompond Lane, Walton-on-Thames, Surrey.

Mr. David Brown has presented the club with a very handsome trophy; this will be awarded to the winner of the inter-club relay handicap race, to be run on July 28 during the St. John Horsfall meeting.

Bentley D.C.—On May 20 there will be afternoon tea at the New Bath Hotel, Bath, a "noggins and natter" at 6 p.m., followed by dinner at 7 o'clock. Bookings should be made to Billie North, 50, Rawson Market, Bradford-on-Avon, and a towel and costume may be brought for a swim in the hotel bath.

Members will have a day out on May 28, as the annual club visit to Cheddar has been arranged for that day. Lunch will be served at 1 p.m. at the Bath Arms Hotel, Cheddar (tickets 6s 6d each from R. Llewellyn-Evans, de Montfort Chambers, 18, Hammer Street, Taunton, not later than May 20), followed by a run in convoy to a nearby picnic location and a "noggins and natter" in the evening at the Limpley Stoke Hotel, where dinner will be available for those who book upon arrival.

Veteran C.C.—32 veteran and 30 Edwardian cars competed in the rally at Old Warden Park, Biggleswade, Bedfordshire, last Sunday. Best all-round performance in the rally was put up by S. E. Sears, in his 1901 Mors, who was awarded the R. O. Shuttleworth Memorial Trophy. Results of the rally:—

Veteran class: 1, 1901 Renault (J. S. Taylor); 2, 1901 Mors (S. E. Sears); 3, 1908 Star (F. S. Rowden). **Edwardian class:** 1, 1913 Darracq (M. Brokking); 2, 1911 Rolls-Royce (W. F. Watson); 3, 1905 Renault (H. G. Hampton). **Driving tests. Veteran class:** 1, 1904 Mors (H. A. Pierpoint); 2, 1903 Mercedes (G. James Allday); 3, 1904 Darracq (R. D. Gregory). **Edwardian class:** 1, 1911 Fafnier (K. Barker); 2, 1911 Daimler (H. O. Briedent); 3, 1909 Zedel (Mrs. Mawer).

Bugatti O.C.—A Midsummer Night's dance is in prospect; the plan is to hold it at the Phyllis Court Club, Henley-on-Thames; the date, of course, is June 23. It is to be an informal party with (not too) informal dress. Dinner will be served at 8 p.m., dancing to continue until 2 a.m. Tickets are £1 7s 6d each, and may be obtained from W. G. Battersby, "Windrush," Botany Bay, Enfield, Middlesex.

Sheffield and Hallamshire M.C.—Two club coaches will leave Bakers Pool at 5 a.m. to take members to the Grand Prix d'Europe, at Silverstone, on May 13. A meal in Buckingham has been arranged for the return journey. All-in cost is £1 10s. Applications to R. C. Needham, 8, Crawshaw Grove, Sheffield 8.

Disabled Drivers' M.C.—The Annual Rally will take place on June 18, rallying point to be the Royal Orthopaedic Hospital, "Woodlands," Bristol Road South, Selly Oak, Birmingham. There will be no road section, and competitors will gather at 12.30 p.m. for tests arranged on the driveway around the hospital buildings. Tea will be served in the Raeburn Hall after driving tests. Interesting point: several cars fitted with different types of driving conversions will be on view during the afternoon.

Bristol M.C. and L.C.C.—Results of the gymkhana, held at Angers Farm, Eartheott, Gloucestershire, on April 29, are as follows:—Blindfold garaging: Triumph (A. V. T. Wiltshire); salvage drive: Austin A.40 (J. Best); bombing the bucket: Austin A.10 (Hardwell); relay: M.G. (Mardon) and Talbot (Hodgson).

A.C. Owners' Club.—Next Sunday the club is holding a concours and gymkhana at Overstone Solarium. The day's programme will start at 11 a.m. with the assembly of cars, luncheon to follow at 1 o'clock. The concours, in which marks will be awarded for cleanliness, mechanical condition, general appearance, and so on, will take place at 2 p.m., with an acceleration and manoeuvrability test following at 3 p.m. The actual gymkhana will start at 4 o'clock. Overstone Solarium lies to the north of the Northampton-Wellingborough road, about five miles from Northampton itself.

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"...outstanding British performance was, of course, Franco Cortese's run with the 2-litre Le Mans Frazer-Nash which came in some 2½ minutes behind the Jaguar, 6th, in general classification and 2nd, to Bracco's V-12 Ferrari in the 2-litre class." *The Motor*

"At the Rome control, Marzotto was a minute in hand over Serafini, and Fangio was driving grimly to hold 3rd place. 10 minutes behind, Cortese had got the Frazer-Nash 2 minutes ahead of the leading Jaguar." *The Autocar*.

The performance of the production Le Mans Replica model Frazer-Nash owned by Count Lurani, is undoubtedly an outstanding achievement especially in the face of the impressive entry for the Mille Miglia, including 2.3 and 3-litre Ferrari and 2.5 and 4-litre Alfa-Romeo works cars, in the hands of the leading Grand Prix drivers. The Frazer-Nash also finished ahead of some 200 cars, including many Alfa-Romeos, Ferraris and Maseratis, and all but one of the strong English entry.

The race was held in appalling weather conditions which put at a premium road-holding, suspension and steering qualities, apart from the maximum speed and reliability also obviously possessed by the Frazer-Nash in averaging 74 m.p.h. for this 1,050 mile race over open roads.

Of at least equal importance is the fact that in the 24-Hour Race at Le Mans, the Targa Florio and the Mille Miglia, probably the three most gruelling long-distance races in the world, one privately-owned production model Frazer-Nash has been entered, on each occasion completing the course and, moreover, being up with the leaders throughout.

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COMING SHORTLY

MAY 13.—Royal Automobile Club, Grand Prix d'Europe, Silverstone, 3 p.m.
500 c.c. race, 11 a.m.).
14.—Herts County A. and A.C. Speed Trial, Beechwood, near Markyate.
14.—Aston Martin O.C. Rally and Concours d'Elegance, Chateau Impney, Droitwich Spa, starting 2 p.m.
14.—A.C. Owners Club, Concours d'Elegance and gymkhana, Overstone Solarium, north of Northampton-Wellingborough road, about 5 miles from Northampton.
14.—Bentley D.C. Noggin and Natter Royal Clarence Hotel, Cathedra Yard, Exeter, from 7 p.m.
14.—Mons 2-litre car race, Belgium.
14.—Lancashire and Cheshire C.C. Trial, Macclesfield.

18.—Luxembourg G.P., Luxembourg
18-21.—Lisbon-Estoria Rally, Portugal.
20.—Bentley D.C. Afternoon tea, New Bath Hotel, Bath, followed by Noggin and Natter at 6 p.m., and dinner 7 p.m.
20.—Bugatti O.C. Hill-climb, Prescott, 2 p.m.
20.—Bristol M.C. and L.C.C. Poole Trophy Trial, Mendips.
20-21.—Yorkshire S.C.C. Rallye Automobile, Scarborough.
20-21.—Harrow C.C. Rally, and Concours d'Elegance, Frinton, Essex.
20-21.—Sunbeam-Talbot O.C. Weekend rally, Eastbourne.
21.—Cemian M.C. Invitation Rally, starting Sevenoaks area.

IN BRIEF

Mr. M. F. C. Wilks, chief engineer of the Rover Co., Ltd., has been appointed to the board of directors.

Wilmot-Breeden, Ltd., the well-known Birmingham producers of components, are opening a new office at 57, Miller Street, Glasgow, at the beginning of June.

The fourth annual rally of Taggarts (Motherwell), Ltd., Austin agents for Lanarkshire, Scotland, was run to Windermere in the Lake District.

The Royal Order of Vasa, first-class, was conferred on Mr. Paul W. Litchfield, chairman of the Goodyear Tyre and Rubber Co., Ltd., during a visit to Brussels for the annual meeting of the Rubber Study Group. The honour was conferred by King Gustav of Sweden.

In *The History of Engineering in Ipswich*, special mention is made of Egerton (Ipswich), Ltd., the motor engineers, of Crown Street, Ipswich, and appropriate reference is made to the prejudice against motor vehicles in the early part of the century.

The new factory of Specialloid, Ltd. is now in production in Leeds, some weeks ahead of schedule. The new address is Black Bull Street, Leeds, 10. The telephone number is Leeds 31471-7, and the telegraphic address, Specialloid, Leeds.

Mr. Hugh Glass, of the process control division in the motor cover department at Fort Dunlop, has taken up the appointment of technical manager in Dunlop's Japanese factory at Kobe. Mr. Glass joined the company in 1937. Mr. J. S. Birch, who has been with Dunlop's since 1926, has gone with him.

Dunlop's announce the appointment of Mr. J. D. Sinclair as their tyre technical representative in Scotland, operating from North Wallace Street, Glasgow, C.4. His position as assistant to the service manager in Scotland has been filled by Mr. G. D. Murgatroyd.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks:

No. 15433.—Handbooks Required

"A. F. J."—1939 Packard Eight, Type 1701.

A sub-depot has been opened by the Firestone Tyre and Rubber Co., Ltd., at 65-67, Nelson Street, Aberdeen.

A new factory for the manufacture of latex foam cushioning is to be opened by the Dunlop Rubber Co., Ltd., at the Hirwaun trading estate in South Wales.

The south-east area headquarters for the sale and distribution of Exide and Drydex batteries are now at Abbey Road, Park Royal, London, N.W.10.

A Ford exhibition and service week will be held commencing Monday, June 5, at the premises of Hubert Dees, Ltd., Brighton Road, Croydon, Surrey. It will be held in conjunction with the Ford company of Dagenham. A complete range of Ford products will be on view.

A tyre depot has been opened by Pirelli, Ltd. at 15, Holbeck Lane, Leeds, 11, to give improved service to traders in Yorkshire. The depot is under the control of their northern region and is supervised by Mr. F. R. Ewart.

Giving the history of the first thirty years of the Research Association of British Rubber Manufacturers, 105-7, Lansdowne Road, Croydon, a booklet has been published. It describes the origin, progress and achievements of the association.

A revised edition of a pocket book called *Industrial Electric Motors* has been produced by Higgs Motors, Ltd., Witton, Birmingham 6, giving full information on motors and the types required for different applications. It is available at 1s 6d per copy.

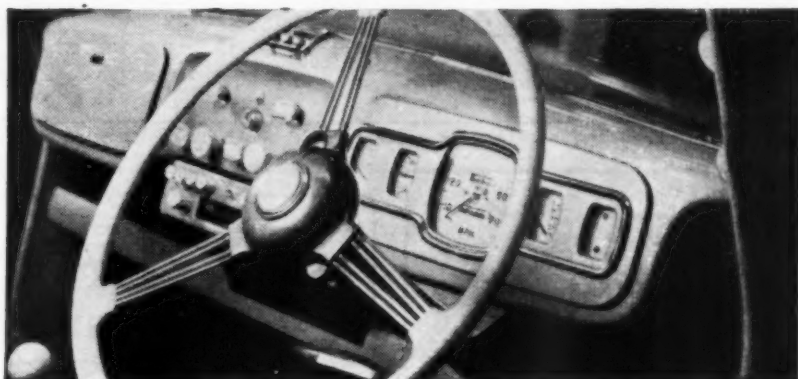
The telephone number of the Automobile Association's area office in Brighton has now been changed to Brighton 24058-9. The address of this office, which looks after the needs of A.A. members in Sussex, remains 163, Preston Road, Brighton, 6, and the telegraphic address Fanum, Brighton.

"A. F. M."—1934 Triumph Gloria.
"D. M. C."—1932 M.G. Magna.
"G. W. S."—1933 12 h.p. Wolseley Hornet.
"B. B."—1933 J2 Midget.
"J. K."—1935 10.8 h.p. Triumph Gloria.
"K. J."—1939 14 h.p. Triumph Dolomite.
"A. H. K."—1938 Hillman Minx.

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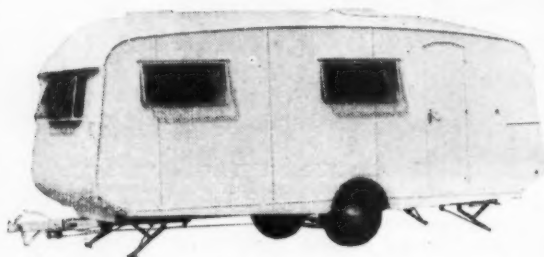


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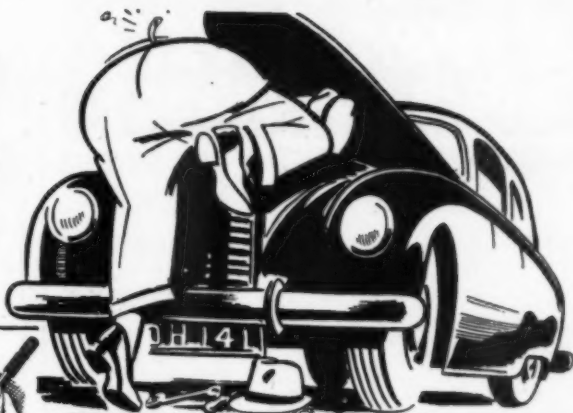
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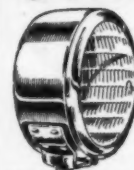
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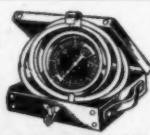
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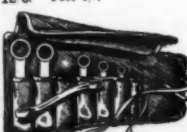


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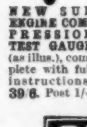
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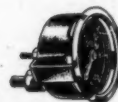
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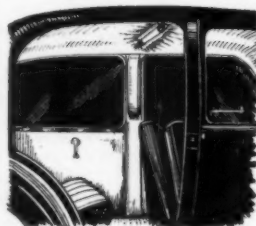
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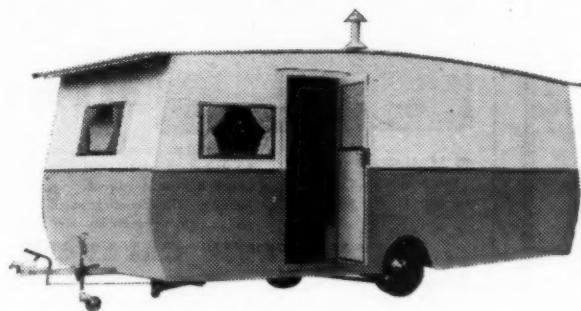


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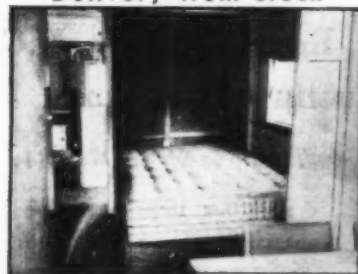


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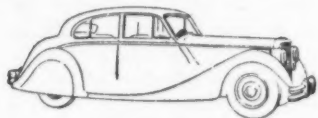
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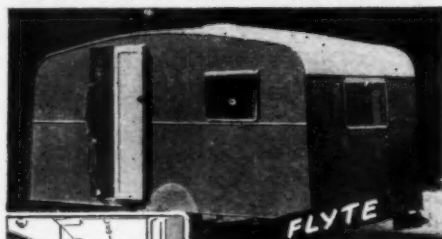
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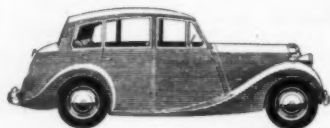
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Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

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PRE-WAR A.C. with attractive body wanted by Anglor, 140 Golders Green Rd., London, N.W.11. [0528]

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BARTLETT—Alfa-Romeo, specimen cars in stock. 27a, Penbridge Villas, W.11. [1930]

ALFA-ROMEO 18.2hp. twin cam long chassis limousine, 1939, engine just reconditioned, rebuilt wheels, six 18in split rim type Rudge, recollapsible black, excellent hire car. £500.—Granville Jones, 47, Edmondstown, Tonypandy, Glam. [2019]

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BARTLETT always buys Alfa-Romeos.—27a, Penbridge Villas, W.11. [1067]

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. [0913]

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56 Aliperton, Mdx. Perivale 5388 and 8 and 12. Sangley Rd., Catford, S.E.6. Hither Green 4821. [9810]

1947 Allard 2-seater, blue, 24,000 miles, perfect condition; £530.—Arnold 2716. [2010]

DAGENHAM MOTORS, Ltd., main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. [0151]

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56 (Feb.) Allard 2-seater, 3,900 miles only, 3.5 1949 and 4.1 rear axle ratios, finished blue with blue hide and hood, in showroom condition, 3 months' guarantee. £300.

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BRITISH & COLONIAL MOTORS, Ltd., require good Tem. 3588. [1710]

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ALLARD MOTOR Co., Ltd., Service Dept., 51 Upper Richmond Rd., London, S.W.15. Tel. Vandyke 0267. [0267]

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Allard Spares and Service

BRISTOL STREET MOTORS, Ltd., 164-162, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire. [0109]

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103, New Bond St., W.1. Mayfair 8351/6. [1515]

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DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Middlesex. [1950]

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ALTON GARAGE the Alvis People, 17, Brook Mews, North, Craven Rd., Paddington 3952, 4710. [1943]

1948 14hp drop head 4-seater coupe, black with red leather upholstery, immaculate condition, low mileage; £1,300.—59, Overton Drive, Wanstead, London, E.11. [2254]

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1935 by the Mayfair Trades Company, this car has not been on the road since September, 1939, and mileage 23,000 miles; this car is absolutely as new; £700.—A. Ringle, 262a, Clapham Rd., S.W.9. Macaulay 1512. [12179]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1948 (July) 14 saloon, black/brown, one owner, speedo, 7,500, fitted heater, condition as new throughout; £1,150.—S. S. Eakin & Sons, Alvis Distributors, Alton, 330. (12099)

1948 14 special sports saloon by Duncan, finished in 14 shades of green with fawn leather upholstery, fitted with H.M.V. Radio, total mileage only 15,000, a most attractive car in first-class condition; price £1,290. (12031)

JAMES H. GALT, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7386. (19477)

£10 tax, Alvis Speed 20, drop head coupe by Charlesworth, 1948, £300 overhauls, 7,000 miles, first registered 1949, taxed December, heater, parking, rear and pass lights, magnificent head lamps, tools, handbook; £435.—J.M. Pyle, W.C.1. (12099)

ALVIS Speed Twenty sports 2/4-seater, first-class condition throughout, new tyres, new hood, new batteries, originally built and prepared for Le Mans; £250, or exchange for family saloon.—Apply Stony Ridge, Grove Rd., Ilkley, Yorks. (1461)

ALVIS 1934 Firefly tourer, first-class condition throughout, Wilson box, £40 recently spent, bills available, owned and maintained by Alvis specialist; £250.—Thwaites, Manor Mill Garage, Perran-ar-Worthal, Truro. Tel. Perran-ar-Worthal 156. (17196)

795 gns.—Alvis 14, March, 1948, utility 4-door coachbuilt natural timber body, birch grey wings and bonnet, red leather upholstery, glass all round, drop tail-board, one owner, small mileage, price £450, new condition, terms.—Rowland Smith, below. (12099)

275 gns.—Alvis Speed 30, 1935, Vanden Plas sports saloon, black leather, independent front suspension, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below. (12099)

395 gns.—Alvis Speed 25, 1937, 4-door sports saloon, black, red wheels, sliding head, maroon leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (2214)

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead Rd. High St. (Hampstead Tube). Ham. 6041. (19014)

CATEHOUSE MOTORS, Ltd., Highgate Village, N. London, N.6. Tel. New 4444. (12596)

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service Works and Stores 12, Wellesley Ave. W.6. Riv. 1413. (1861)

WANTED—Alvis cars, post-war saloon and coupe models; send all details to: **ARNOLD G. WILSON, Ltd.**, 232, Harrogate Rd., Leeds, 7. Tel. 4101. (12099)

WANTED 12/70 Alvis.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 441. (1492)

F. ERSKINE & Sons, Alvis distributors of S. Woking, invite details of late models for disposal. Woking 530. (10697)

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Alvis cars.—56, Baywater Rd., W.2. Paddington 1820. (1435)

T. W. WILKIN, Ltd., of Kingston-on-Thames, are keen buyers of Alvis in good condition. Alvis agents for sales and service. Kingston 2241. (6597)

1948-9 Alvis; please give particulars and price, to: **Freeman, Ltd.**, Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. (10494)

CAMDEN MOTORS require to purchase Alvis 12-70s saloons and drop heads 1938-40, in good clean condition, write, call or phone, stating price required. **CAMDEN MOTORS, Ltd.**, the best Alvis buyers, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. (7925)

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.1. Tel. Speedwell 6762-3-4. "Grams." "Alviscar Gold London."

ND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry, 1. Tel. Grand 4444. Coventry. (1595)

CHARLES FOLLETT, Ltd.—Alvis specialists.

SHOWROOMS—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE—12, Wellesley Ave., W.6. Riv. 1413. (1866)

KINGSTON-ON-THAMES—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park and 94, Eden St., Kingston 2241. (1595)

JAMES H. GALT, Ltd., Alvis distributors for Scotland, J. Works, 71-73, Dobbie's Loan, Glasgow, C.4. Tel. Douglas 0638. Comprehensive spares and service. (10730)

CAR MART, Ltd.

ARMSTRONG 16, 1947, Typhoon saloon, radio, heater, 16,000; £1,025. (19014)

ARMSTRONG 16, 1947, Hurricane coupe, 6 months' guarantee; £975.—Car Mart, Ltd., 320, Euston Rd., W.1. Euston 1212. (9791)

TOM GARNER, Ltd., offer

1949 series (Nov.) 1948) Armstrong Siddeley Hurricane coupe, grey with blue leather, 200 miles on 7.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 8265-6. (1440)

PASS & JOYCE, Ltd., offer:—

1948 Armstrong Siddeley Lancaster saloon, black, brown leather bench type front seat, pre-selector gear box, one owner, in excellent condition.—160, Great Portland St., W.1. Museum 1001. (8806)

PHILIP RICKARDS, Ltd., offer:—

1948 Armstrong Siddeley Lancaster saloon, 8,000, black/green, radio.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (1563)

WARWICK WRIGHT, Ltd., offer:—

1949 Armstrong Siddeley 16hp Lancaster saloon, blue, 13,000 miles, new, 2,000 miles; £1,450. (19014)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1835)

ARMSTRONG SIDDELEY

1947 (November) Armstrong Siddeley Typhoon, nominal mileage, fitted heater, radio, and many other extras; £895; selection of 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. (9071)

GUY SALMON AUTOMOBILES offer:—

1947 Armstrong Hurricane coupe, 11,000 miles, immaculate condition; £895.—Portsmouth Rd., Thames Ditton, Esherbrook 4343. (9925)

ARMSTRONG 12 1934, in very good condition; £235.—Write 17, West Heath Drive, London, N.W.11. (1791)

1938 14 Armstrong saloon, black, brown leather, fitted radio, good tyres, in exceptional condition throughout; £395.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (9623)

£325 1938 (August) Armstrong Siddeley 14hp de luxe saloon.—Traynor Motors, Ltd., of East Ham, Grangeview 2530. (9193)

ARMSTRONG 17hp limousine, 1937, chauffeur maintained, sound, immaculate, taxed, full basic; £500; appointment—45, Wembley Park Drive, W.1. (1355)

GORDON CARS (LONDON), Ltd., 1948 Armstrong Lancaster saloon, black, radio, 12,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 5611. (1508)

£895—Unrepeatable offer, 1947 Armstrong Siddeley 16hp Lancaster saloon, in virtually unblemished condition; authenticated mileage 18,240; fully guaranteed in writing; write, call or phone.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase, part exchanges. (1915)

1937 Armstrong 17hp sports saloon, all good tyres, 100 per cent sound motor car for the exceptionally low price of £195; 3 months' comprehensive guarantee.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7353. (2059)

ARMSTRONG SIDDELEY 16hp saloon, 1937, 4-light, black/brown leather sun roof, red leather interior, immaculate throughout. Price £365.—Leigh Park Motors, Ltd., Datchet, Bucks. Tel. Datchet 54. (9530)

MAYFAIR GARAGES, Ltd.—June, 1938 14hp 4-door, 6-light saloon de luxe with sliding roof, black, blue, hide interior, all good tyres, pre-selector gearbox, built-in tricycle charger, carefully maintained and exceptional condition throughout; 3 months' guarantee; £365.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104/5. (12099)

1948 (August) Armstrong Siddeley Lancaster 4-door saloon, fawn with green leather upholstery, carefully driven and maintained in new condition, 0,000 miles; price, £1,100.—Apply D. Ward, Westfield Ave., Higham Ferrers. Tel. Rushden 438. (1408)

NAYLOR & ROOT, Ltd., 1947 Armstrong Siddeley Typhoon saloon, cream, black, low mileage, very attractive car, perfect condition throughout. £850; choice of 250 quality cars, demonstrations free within 100 miles; terms available. 125 East Hill, Clapham Junction, S.W.18. Tel. 5272. Open 9-6 each week-day including Saturday. (1694)

£495 1937, immaculately maintained, privately owned except for one year, whole vehicle literally original, genuine mileage, bodywork excellent, interior outstanding; don't mistake this vehicle, this is really beautiful and right for immediate hire work; comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Boves Park 4144. 4297. (1867)

395 gns.—Armstrong Siddeley, 1936, 17hp long chassis 7-passenger limousine, black, front leather, rear Bedford cord, sliding partition, forward-facing seats, very good condition, use exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (2215)

LIAMOUSINES, 1936/1939, Long-25, partition, widest owned. £795. Below

9000 genuine mileage, 1939 Long-17hp-partitioned, black leather limousine, forward-facing seats, unquestionable condition, £1060, also selected carriages, from-£585. Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. (1813)

Armstrong Siddeley Cars Wanted

CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 3434. (0951)

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. (19014)

R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 3033/4/5. (0900)

CASH buyers of low mileage Armstrongs; distance no object.—Hattens, Lord St., Southport. Tel. 2268. (0783)

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (0183)

HENLEYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. (0601)

Armstrong Siddeley Spares and Service

JOHN BRODRICK, Ltd.

100% Armstrong Siddeley service.

ONE of the largest stockists in the Country, and repairs carried out by Siddeley trained mechanics who are second to none.

ORIGINAL Armstrong Siddeley Depot, Roseville Road, Leam, Leamington, 20109. (0293)

AROT MOTORS, Ltd.

AROT MOTORS, Ltd.—Pre-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (0235)

SPARES for all models.—Pre-selector gear box overhauls and reconditioning a speciality.—Hamtune Motors, Ltd., Northants Distributors, Westgate Park Garage, Weston Favell, Northampton. Tel. 2107. (2068)

Armstrong Siddeley Spares and Service

LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town, Tel. Gul. 4141. (19014)

ENLIX, Ltd., Chestnut Hill Rd., Manchester, 8, have large stocks of spares, reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6216. (0602)

ASTON MARTIN

H.W. MOTORS, Ltd.

HAVING purchased the manufacturers' entire output of the 2-litre drop head coupe, we are in a position to offer reasonably quick delivery of these exceptional cars. The first car will be on view at our showroom in approximately two weeks from this date.

W. MOTORS, Ltd., Aston Martin Distributors for West Surrey. Walton-on-Thames 763 and 1437. (1573)

FRIARY MOTORS, Ltd.

1935 1½-litre Aston Martin Ulster 2-seater, finished green; £395, no offers.

STRAIGHT RD., Old Windsor. Tel. Windsor 1100. (1757)

ASTON MARTIN 1939 long chassis 4-door saloon, moderate mileage, perfect condition; seen and tried London; fully taxed, £650.—Box 4190. (2253)

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100. (19014)

ROWLAND SMITH'S, the Aston Martin buyers.—Ham, Hampstead High St. (Hampstead Tube). Ham. 6041. (19014)

PRE-WAR model open sports or saloon wanted by Anglor, 140, Golders Green Rd., London, N.W.11. (0529)

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940. Specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. (1365)

AUSTIN SEVEN

ROUNDABOUT offer:—

1939 Austin 7 saloon, exceptional condition; £275. (1785)

ROUNDABOUT GARAGE, Western Ave., Greenford, R. Middx. Wuxlow 1071-5. (1785)

CATEHOUSE offer 1938 Austin 7 Ruby saloon; £225. (1785)

CATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. (1592)

1939 model Austin Big 7 sun saloon; £295.—L. F. F. Dove, Ltd., 111-115, Addiscombe Rd., S.E.16. (1766)

1936 Austin 7 2-seater, splendid condition, thoroughly reliable; £170; 4-seater required. —221, Hughenden Rd., High Wycombe. (1584)

1937 Austin 7 Ruby de luxe saloon, outstanding condition, original paintwork, must be seen, low mileage; £275.—348, King St., Hammersmith. (1584)

ROSE & YOUNG, Ltd., offer 1938 Austin Big 7 saloon, exceptional condition; £265.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). (19014)

285 gns.—1939 Austin Big 7 4-door saloon, black, grey leather, taxed, perfect little car; £39 deposit.—George Clarke (Motors), Ltd., 276-278, Brixton Hill, S.W.2. Tel. Hill 3211. (8989)

195 gns.—Austin 7, 1937, Ruby de luxe saloon, maroon and black, maroon leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (2216)

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (19014)

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. (5132)

AUSTIN EIGHT

CAR MART, Ltd.

LONDON Distributors

AUSTIN 8 1946 saloon, 10,000 miles; £545.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (1852)

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8hp saloon de luxe, 13,000 miles; £585. (19014)

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. (1632)

JAMES SIMPSON (SALES) offer:—

1947 Austin 8 saloon one owner, a most beautiful car, 9,000 miles; only £265. (19014)

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 9464. (9302)

1946 Austin 8 de luxe saloon, leather upholstery; £475; trade enquiries welcomed. (1530)

MOTORISTS (LONDON), Ltd., Great North Rd., Finchley Station N.2. Tudor 2501-2. (9910)

1946 Austin 8hp saloon; £425.—Johnstons Service Garage, 1a, Midway Avenue, N.1. Canonbury 6666-7-8. (1881)

1946 (Nov. '45) Austin 8 saloon, well cared for, trade enquiries invited; £465; taxed year.—Alley and Bernard, Ltd., 372, King's Rd., S.W.3. (7345)

1947 Austin 8 saloon, black, brown leather, small mileage, in perfect order, 3 months' guarantee; £450.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. (1530)

1947 (June) Austin 8 saloon, black with brown upholstery, one owner, 8,000 miles only, quite unmarked; £450.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Freemantle 8401. (9717)

AUSTIN 8 de luxe, 1947/8, green, one owner, carefully maintained, 40mpg, taxed year, insured after 14, Prospect Rd., Farnborough, Hants (29 miles London). Farnborough 1647. (19014)

475 gns.—Austin 8, Dec. 1945, de luxe 4-door saloon, dark blue, sliding head, blue leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (2217)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1947 Austin 8 saloon de luxe; £560.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. (1797)
1940 Austin 8 two-door saloon, exceptionally good condition, taxed; £335.—Bruce France, 8a, Cromwell Mews, South Kensington, W.8. (1483)
N TAYLOR & ROOFT, Ltd., 1947 Austin 8 saloon, blue, low mileage, equal to new throughout, £525; three months' guarantee; choice of 250 quality cars, demonstrations free within 100 miles; terms available—25, East Hill, Clapham Junction, S.W.18, Batt. 5272. Open 9-6 each week-day including Saturday. (1690)

Austin Eight Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. (10953)
U STIN 8 saloon, post-war.—Mac, 12, Brambledown Rd., Wallington, Surrey. Wallington 6397. (4183)
R OWLAND SMITH'S the Austin 8 buyers.—Hamstead High St., (Hamstead Tube), Ham. 6041. (10919)
S ELL your Austin 8 to us: good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6599. (10784)
C ASH buyers of low mileage Austin 8s; distance no object.—Hattons, Lord St., Southampton. Tel. 2268. (10785)
A USTIN 8s wanted for cash, immediately.—A King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. (1346)
R AYMOND WAY, the hire-purchase specialists, are still buying Austin 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Main Vale 6044 (10 lines). (3135)

AUSTIN TEN

J. CORYTON, Ltd.
1947 (April) Austin 10hp sun saloon, black, one previous private owner, reasonable mileage, exceptionally well maintained and mechanically guaranteed.—149, Fulham Rd., S.W.3. Ken. 1410. (2131)
B ROWNS for Austins.
1937 Austin 10 Cambridge saloon de luxe, one owner, radio, immaculate condition; £335.—Brown's Garage, Loughton (Essex) 4119. (Tube) (9668)
C ARR BROS., offer:—
1947 Austin 10hp, 15,000 miles only, black cellulose, brown leather, immaculate; £595.—High St., Purley, Uplands 4612. (1550)
J AMES SIMPSON (SALES) offer:—
1940 Austin 10 saloon, exceptionally good condition, must be seen to be appreciated, price £425.—JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, J. Brompton Rd., S.W.3. Ken. 9464. (19921)
M EBES & MEBS, Ltd. (Est. 1899), offer:—
1936 Austin 10hp de luxe Sherborne, 4-door saloon, brown with leather upholstery to match, coachwork unscaled, interior excellent, practically new tyres, the car in 1946 condition throughout; £350.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. (1544)
1937 Austin 10, superb condition; £295.—Below.
1938 Austin 10, good condition.—Below.
1940 Austin 10, excellent condition, choice of two; £425.—CARRIS, 315, Finchley Rd., London, N.W.3. Hampstead 2221. (2131)
1937 Austin 10, black, green interior, beautiful appearance; £335.—
M ODDALEY, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Batt. 5573. (2077)
1938 Austin 10 saloon, really exceptional car above average condition; £345.—
C OLE'S GARAGES, 42, Worple Rd., London, S.W.19. Tel. Wimbledon 3610. (2157)
A USTIN 10 tourer, unregistered; £425.—Gibbsons, 104, Clapham Park Rd. S.W.4. (Maccuslay 41/2). (12200)

1935 Austin 10-4 saloon; £125.—Johnstons Service Garage, 1a, Mildmay Avenue, N.1. Canonbury 6666-7-8. (1885)
1936 Austin 10-4 saloon; £175.—Johnstons Service Garage, 1a, Mildmay Avenue, N.1. Canonbury 6666-7-8. (1885)
1947 Austin 10 de luxe saloon, mileage 10,000, original condition throughout, £685; trade enquiries welcomed.
H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Tel. Mayfair 0821/2. (1704)
1936 Austin 10 Lichfield de luxe saloon; £190, payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. (1669)
£350—1939 4-dr. sin. sliding roof, leather upholstery, really excellent runner, choice of 2; many others.
B ENNETT'S, Clarendon Rd., Holland Park, Park 5066-7. Mon. to Sat. 9-6. (50 yds Holland Park Tube). (1388)
£199—1936 Austin 10 de luxe saloon, blue and black, sound throughout, fitted radio, good runner with good tyres; bargain.
B RAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. (2195)
U STIN 10 1937 Cambridge saloon, very good condition throughout; £525.—Pantiles Service Garage, London Rd., Guildford. Tel. 5326. (17479)
1940 Austin 10 saloon de luxe, finished in blue, body work and interior excellent, engine, chassis perfect, excellent value; £415.
M. B. MOTORS, 356, New Cross Rd., London, S.E.4. Tulseway 3779. (1657)
1946 Austin 10, immaculate condition, taxed to end of year; £575.—Northways Garage, 35, Tottenham Court Rd., Primrose 1127. (1144)
£635—1947 Austin 10 saloon, one owner, as new throughout; terms, exchanges; three months' guarantee; free demonstration within 100 miles.
M AKIN & HARRISON, 322, Chiswick High Rd., W.4. Chiswick 0558-2619-6331. (1870)
1938 Austin 10 de luxe 4-door saloon, very nice condition throughout; £335.—Bell's Service Garage, 14, London Rd., Kingston-on-Thames. Kingston 1135. (2067)

1939 (May) Austin 10 black Cambridge saloon, in splendid condition; round condition; h.p. terms arranged.—K. Henry, Ltd., 65-65, Great Portland St., W.1. Langham 3635 and 3054. (19839)
325 gns.—Austin 10, 1937 model, Cambridge de luxe 4-door saloon, black, sliding head, green leather, carefully used, very good condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (10919)
225 gns.—Austin 10, May, 1936, Sherborne de luxe 4-door saloon, green and black, sliding head, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (10919)
1939 Austin 10 de luxe saloon, really exceptional inside and out (£10 tax), above average condition, £395; also 1934 10, super little car, £165.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. (1557)

Austin Ten Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. (10953)
R OWLAND SMITH'S the Austin 10 buyers.—Hamstead High St., (Hamstead Tube), Ham. 6041. (10919)
S ELL your Austin 10 to us: good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6599. (10784)
C ASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southampton. Tel. 2268. (10785)
A USTIN 10s wanted for cash, immediately.—A King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. (1347)
R AYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Main Vale 6044 (10 lines). (5840)

AUSTIN ALBION

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (1454)
A USTIN A40 Devon saloon, first registered March, 1939, colour grey, brown leather upholstery, mileage 9,000, immaculate motor car; £375.
W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (1454)
B ASIL ROY.
1949 Austin A40 Devon, sliding roof, fitted heater and radio, immaculate condition; £875.—181, Great Portland St., W.1. Langham 7735. (1849)
C AR MART, Ltd.
L ONDON Distributors.
A USTIN A40 1949 Devon saloon, radio & heater, 8,000 miles; £895.
C AR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (1853)
J DAVY offers:—
A USTIN A40 Devon, green, brown upholstery, 8,000 miles; £825.
J DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. (1954)
B ROWNS for Austins.
1949 (April) Austin A40 Devon 4-door saloon, 4,500 miles only, immaculate condition; £885.—Brown's Garage, Loughton (Essex) 4119. (Tube) (1759)
T OM GARNER, Ltd., offer
1949 series Austin A40 Devon saloon, black with beige leather, sun roof heater, etc., 7,000 miles.
T OM GARNER, Ltd., 10-12, Peier St., Manchester, 2. Blackfriars 9265-6. (1441)
S IMPSON'S MOTORS offer:—
1949 Austin A40 4-door, radio, heater, low mileage; £835.
S IMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialist), Wembley 3503. (1756)
C YRIL SHEPPARD offers:—
1949 Austin A40 pick-up, 10,000 miles; £595.—Basingstoke Rd., Riseley, Berks. Reading 83147. (2189)
P HILIP RICKARDS, Ltd., offer:—
1949 Austin A40 Devon, blue/beige, 4,500 miles, heater, sun roof, 4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (1564)
H. A. SAUNDERS, Ltd., offer:—
1949 Austin A40 saloon de luxe, black sunshine roof, heater, radio, 7,000 miles; £875; choice of three.
H. A. SAUNDERS, Ltd., Austin House, High Rd., Hillside 0024. (1633)
W ARWICK WRIGHT, Ltd., offer:—
1948 Austin A40 Devon saloon, maroon, beige leather, 8,000 miles; £895.
W ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1836)
S. G. SMITH (MOTORS), Ltd., offer:—
1949 Austin A40 Devon, fitted heater and radio, 8,000 miles only; £845; selection of 50 other guaranteed used cars.
S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich S. Rd., London, S.E.22. New Cross 4444. (19070)
1948 Austin A40 4-door saloon, superb.
G UY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. (18939)
1949 (Reg. Nov. '48) Austin A40 Dorset, sliding roof with heater; £775.
C ARRIS MOTORS, Lewisham Bridge, S.E.13. Lee Green 0254. (2156)
1949 Austin A40 4-door saloon, radio, heater, loose covers, small mileage; £850.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. (1952)

1949 Austin A40 Devon saloon, sun roof and heater, 11,000 miles; £835.
K ENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon, Surrey. Croydon 3477-8. (19800)
1949 February, Austin A40 Devon saloon, mist green, small mileage; £825.
G ARAGES, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mai. 1627. (2132)
A N TILLES Service Garage London Rd., Guildford. Tel. 5326. (17479)
1949 Austin A40 Devon saloon, mileage 4,000, radio, heater, sunroof, £885; trade enquiries welcomed.
C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821/2. (1701)
T WO 1949 Austin A40s; £1,475 the two (trade only)—A. Arneson Garage, Ltd., 2, Chester Close, S.W.1. Sloane 8944. (1976)

1949 Austin A40 Dorset, green, heater, 9,000 miles, immaculate; £835.—Campbell Symonds, Perivale 4456. (1910)
£850—1949 Devon sunshine saloon.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (1689)
1949 (May) A40 4-door saloon, heater, 7,000 miles, unmarked; £845.—L. T. W. Clarke, 73, Cadogan Lane, S.W.1. Sloane 4727. (12114)
G ORDON CARS (LONDON), Ltd., 1949 Austin A40 Devon saloon, green, 5,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (1500)
£815—Austin A40, 17,000 miles, radio and heater, green and beige, terms, exchanges; three months' guarantee; free demonstration within 100 miles.
M AKIN & HARRISON, 492-6, Chiswick High Rd., W.4. Chiswick 0558-2619-6331. (1871)
1949 Austin A40 Devon saloon, sunshine roof, heater, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. (1720)
1949 Austin A40 Devon sun saloon, fitted radio and heater, 6,000 miles, beige; £850.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. (18153)

1949 (March) Austin A40 Devon, grey, sun roof, heater, 7,000 miles; £860.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. (19674)
1949 Devon 4-door sun roof saloon, black, beige upholstery, low mileage, unblemished.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. (2093)
1949 Austin A40 saloon, 4,400 miles, stone with beige leather upholstery, as new in every respect condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. (18923)

Austin A40 Cars Wanted

T H E
C AR MART, Ltd.
A USTIN cars
R EQUIRED immediately.
M AKE your enquiries to
A USTIN House, 297, Euston Road, London, N.W.1.
T ELEPHONE: Euston 1212. (10957)
C OUNTYMAN A40 required urgently by Angior, 140, Golders Green Rd., London, N.W.11. (10530)
R OSLAND SMITH'S the Austin A40 buyers.—Hamstead High St., (Hamstead Tube), Ham. 6041. (10912)
C ASH buyers of low mileage Austin A40s. Distance no object.—Hattons, Lord St., Southampton. Tel. 2268. (10786)
A USTIN A40 cars wanted.—Motourists (London), Ltd., immediate cash buyers of A40s and 10hp saloons.—Great North Rd. E. Finchley Station, N.2. Tudor 2301-2. (6392)

AUSTIN TWELVE

H. A. SAUNDERS, Ltd., offer:—
1947 Austin 12 saloon de luxe, 14,000 miles, black; £825, choice of two.
H. A. SAUNDERS, Ltd., Austin House, High Rd., Hillside 0024. (1634)
1947 Austin 12 saloon, black/brown excellent condition; £725.—Haskins, Ladbrooke 1155. (18955)
1947 (first taxed April, 1950) Austin 12 5-seater saloon colour black, brown leather upholstery; £700.
P ARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. (18784)
1936 Austin 12 saloon; £200.—Johnstons Service Garage, 1a, Mildmay Avenue, N.1. Canonbury 6666-7-8. (1884)
1937 Austin 12-4 saloon; £275.—Johnstons Service Garage, 1a, Mildmay Avenue, N.1. Canonbury 6666-7-8. (1882)
£385—1939 Austin 12 de luxe saloon, blue and black, very clean throughout, good tyres, excellent runner.
B RAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. (2195)
£275—Austin 12 saloon, just removed from storage.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (1689)
1946-7 Austin 12 de luxe saloon, absolute specimen car, black; £745.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. (1556)
1939 Austin 12 saloon, immaculate condition, choice of two; £450.—Munday Cars, 35, Woodford Ave., Ilford, Valenceine 4830. (12847)
1937 Austin 12 Ascot saloon, superb order, taxed to end of year; £365.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (1144)
1939 Austin 12-4 immaculate condition; £750.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. (16477)
1939 Austin 12 saloon (two), very fine order throughout, excellent tyre, taxed; £390 and £410.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (1700)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE
PASSENGER 1955 long wheelbase saloon, forward occasional, wonderful condition throughout; £435. Seen, Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [2180]

Austin Twelve Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954]
C ASH buyers of low mileage Austin 12s; distance no object.—Hattons, Lord St., Southampton. Tel. 2268. [0787]

R OWLAND SMITH'S the Austin 12 buyers.—Hampstead High St., (Hampstead Tube). Hampstead 6041. [0921]
1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. [0094]

R AYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5841]

AUSTIN FOURTEEN
£79 cash.—1935 model Austin 14 saloon, reliable car in sound condition throughout; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [9150]

Austin Sixteen

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
A USTIN 16hp saloon, first registered October, 1948, colour black, leather and cloth upholstery, complete with radio and heater, disc wheels, sliding roof, an immaculate motor car in every respect; £950. See W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6499]

CAR MART, Ltd.

LONDON DISTRIBUTORS

A USTIN 16 1949 saloon, neater, 3,000 miles; £1,025. [0955]

A USTIN 16 1948 saloon, 13,000 miles; £895. [0956]

A USTIN 16 1946 saloon, 16,000 miles; £765.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [1854]

N EWNHAMS, Ltd., offer:
1948 Austin 16 saloon, black with brown, carefully used.
N EWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1582]

T OM GARNER, Ltd., offer:
1948 Austin 16 sun roof saloon, black with brown leather, radio, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1442]

S AUL & SLATTER, Ltd., offer:
1946 Austin 16 saloon, black with brown upholstery, in excellent condition; £775. [0950]

1949 Austin 16 saloon, blue with brown upholstery, 10,000 miles, in exceptional condition; £850. [0951]

S AUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7173. [1729]

H A. SAUNDERS, Ltd., offer:
1949 Austin 16hp saloon de luxe, 3,000 miles, radio, heater, etc.; £1,025. [0952]

1948 Austin 16hp saloon de luxe, 9,000 miles, £895. [0953]

H A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [1635]

M CKINNON MOTORS, Ltd., offer:
1949 (Feb.) Austin 16 saloon, navy blue, black wings, brown hide throughout, heater, chrome-plated lamp, taxed full rate Dec., one owner, 5,319 miles only, the whole car in absolute brand new condition, impossible to fault anywhere; £1,050; confidential extended 6 months' guarantee. [18949]

M CKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [1421]

1947 Austin 16, green/brown, one owner, under 10,000, heater; nearest £800.—Box 4191. [12255]

A USTIN 16, 1946, small mileage, good condition; £650.—133, St. Andrew's Rd., Worthing. Tel. 3541. [10205]

A USTIN 16 1949 (July), one owner, clean condition, wireless; £985.—Curtis, 244, High Holborn, W.C.1. [1801]

1948 Austin 16hp saloon, blue, black wings, brown leather upholstery, 10,000 miles, immaculate condition.
B USTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951) and 12, Chelsea Manor St., S.W.3. (Flemman 8181). [0954]

A USTIN 16 chassis (Goodwood service), year 1937-38. —Apply Alan's Taxi Service, 28, Station Rd., Dovercourt, Essex. [1375]

1949 Austin 16 Countryman, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1723]

1948 Austin 16 blue and brown leather, H.M.V. radio, one owner; £895.—Stadium Autos, 178, New Barn St., E.13. Alb. 3366. [1344]

£935—Austin 16, Dec. 1948, saloon, blue leather throughout, H.M.V. radio, low mileage, as new.—Robbins, East Putney. Tel. 4581. [16037]

1948 (Aug.) Austin 16 de luxe saloon, as new condition throughout; £885; H.P. exchanges. [1554]

G ORDON CARS (LONDON), Ltd., 1949 Austin 16 saloon, black/brown, radio, 18,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [1501]

1948 Austin 16, radio and heater, as new; £910.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [09664]

1948 Austin 16hp saloon, black, brown leather upholstery, heater, 14,000 miles, one owner; £950.—Tel. Tottenham 4350. Thomas Gibson, 124, Church St., Edmonton, N.9. [2018]

AUSTIN SIXTEEN
A USTIN 16hp saloon, 1946 model, tax £10; black with brown leather; 26,000 miles; fitted radio and heater; excellent condition; any trial or inspection; £895. [2138]

T HE HINDHEAD MOTOR WORKS, Ltd., Tel. Hindhead 663. [2138]

£735—Austin 16, 1947, one owner, 20,000 miles, heater, as new throughout; terms, exchanges; three months' guarantee; free demonstration within 100 miles. [1872]

M AKIN & HARRISON, 492-6, Chiswick High Rd., W.4. Chiswick 0558-2619-6331. [1872]

1946 (June) Austin 16, in very clean condition, black with leather upholstery all through.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [8926]

16hp saloon, 1948, black, brown hide upholstery, heater, low mileage, faultless condition; £925.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [2092]

1948 Austin 16hp saloon, black/brown leather, sun roof, one owner, immaculate condition throughout; £865.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [4809]

1948 (April) Austin 16hp de luxe saloon, black, brown leather, guaranteed 7,000 mls. only, perfect; £890.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 512. [9673]

1948 (June) Austin 16 saloon, very exceptional condition, coachwork indistinguishable from new, mechanical perfection fully guaranteed, specimen car, interior hide immaculate, altogether irreproachable condition, evidence of its one meticulous owner, 835 mps; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [9721]

Austin Sixteen Cars Wanted

T HE CAR MART, Ltd.,
A USTIN cars
R EQUIRED immediately.
M AKE your enquiries to
A USTIN House, 297, Euston
R OAD, London, N.W.1.
T ELEPHONE: Euston 1212. [0955]

P OST-WAR Austin 16 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 1111. [0856]

C ASH buyers of low mileage Austin 16s; distance no object.—Hattons, Lord St., Southampton. Tel. 2268. [0787]

R OWLAND SMITH'S the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922]

A USTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd. E. Finchley Station, N.2. Tudor 2301-2. [6393]

AUSTIN EIGHTEEN

A RCHIE SIMONS & Co., Ltd., 1935 series Austin 18hp 7-passenger, long chassis; £350.—94, Gt. Portland St., W.1. Lan. 1343. [1486]

1938-9 Austin 18hp 7-str., one owner, private; also 1937 Hertford, £335.—Write BCM/NZA, London, W.C.1. [2122]

1937 Austin 18 7-seater York saloon, one private owner, excellent condition; seen South Scotland; £550.—Box 4176. [2045]

1936 Austin 18 saloon, good cond., clean interior, mechanically 100%; £175.—The Lynch Garage opp. G.P.O., Uxbridge, Middx. Tel. 122. [6364]

1938 18hp Austin Iver limousine, face forward 7-20 fully guaranteed, not ex-hire; £595.—Lawton Goodman, 135, Cripplewood Broadway, N.W.2. Gladstone 2226. [1686]

£195—Special offer to the trade, 1935 Austin 18hp saloon, full 7-seater, reregistered Austin 1946, black finished, leather interior, face forward occasional seats, sound running order; See below. [0955]

£225—Very special bargain, Austin 18hp Chalfont enclosed limousine, full 7-passenger model with division, face forward occasional seats and leather interior, front and rear; although a 1935 model, the condition can be described as very sound, having regard for the year and the car is ready to be put into immediate operation, being fully equipped for hire work. Here is a chance to acquire a good solid limousine at much less than ordinary price. [0956]

C AMDEN MOTORS for Austin 18 limousines.—Over 20 fully guaranteed Austin 18 7-passenger limousines in stock. Write for 18 page stock list; easy and confidential hire purchase, part exchanges; immediate drive away facilities. See our full page advert in this issue. [1913]

C AMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [1913]

R OSE & YOUNG, Ltd., offer: 1938 Austin Iver 7-passenger saloon, exceptional condition; £595.—Lawton Goodman, 135, Cripplewood Broadway, N.W.2. Gladstone 2226. [1686]

1937 (10th month) Austin 18 7-passenger double enclosed limousine, face forwards, leather throughout, as new; £475.—Collins Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maids Vale 5134, 7835, 3468. [1781]

R C. MORTLAKE offers:—1937 Austin 18 Chalfont limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one private owner, immaculate blue, blue leather, convenient hire purchase terms.—255, Kensal Rd., W.10. Ladbroke 5155. [2846]

345 mps.—Austin 18, 1937, Tickford all-weather leather drop top and dark blue, blue leather, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hamstead 6041. [2219]

AUSTIN EIGHTEEN

S EVEN seater 1936/1937 Saloons also partitioned Limousines, 7-forward, desirable condition throughout, from-£450. Below.

S EVEN seater 1938/1939 Saloon, selected carriages, leather throughout, black, excellent condition, certified mechanically. [0924]

L I also Gordon partitioned Coachwork, 7-forward, leather throughout, black, excellent throughout. £790. [0924]

E ARSE, 1938, Deck 7ft 3in, streamlined 1950 four seater Coachwork, lavishly equipped. Seen—Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [1614]

Austin Eighteen Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956]

R OWLAND SMITH'S the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921]

A USTIN 18hp 7-seater limousines and saloons wanted. A good condition, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [0877]

Austin Twenty Cars Wanted

R OWLAND SMITH'S the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921]

7-SEATER Limousines 1937/1939—also 28hp details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1805]

AUSTIN TWENTY-FOUR

1938-9 Austin 24hp 7-str limousine, one owner, private exceptional.—Write BCM/NZA, London, W.C.1. [2121]

£195—Austin Ranelagh 24hp long chassis 7-passenger, division, face forwards, black, high interior, above average condition, excellent runner, good tyres; bargain. [0955]

B RAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2197]

AUSTIN TWENTY-EIGHT

L IMOUSINE 1939 Ranelagh, Double Enclosed, 7-forward, black genuine 20,000, meticulously maintained, 1948-condition. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [1815]

AUSTIN A125 and A135

S G. SMITH (MOTORS), Ltd., offer:
1949 Austin Sheerline, 5,000 miles, indistinguishable from new; £1,450; selection of 50 other guaranteed used cars. [2069]

S G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [2069]

G ORDON CARS (LONDON), Ltd., 1948 (Aug.) Austin Princess saloon, indistinguishable from new.—Below. [1502]

G ORDON CARS (LONDON), Ltd., 1949 (Jan.) Austin Sheerline saloon, grey, 8,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [1502]

1949 miles.—P. Dove, 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8768]

A USTIN Princess 135 black saloon, reg. February, 1949, 10,500 miles, chauffeur kept and in showroom condition. Buyer offers to Waite, Mountview 2725. [1372]

1949 Austin Sheerline saloon, 11,000 miles; only silver grey, radio, air conditioning, etc., unquestionable bargain; £1,420.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [1555]

1949 Sheerline, black, 6,000 miles, meticulously maintained; £1,500; would consider post-war car in part exchange.—Gernat, 27, Broadmead Rd., Woodford Green, Essex. Buckhurst 0686. [2176]

Austin A125 and A135 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0952]

AUSTIN MISCELLANEOUS

R EGIONAL DISTRIBUTORS.
H IRE car and limousine specialists.
W RITE for details and location of cars to
S ALES Dept.: 45, South Audley St., London, W.1. [1435]

T ANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Finx. 4601-3. [0574]

Austin Miscellaneous Cars Wanted

R OWLAND SMITH'S the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926]

C G. NORMAN & Co.,
A UTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52 Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6
W EYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, currently require late type Austins.—104, Weirbridge 233. [0541]

B RITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.1. [1709]

C HARES RICKARDS, Ltd., wish to purchase good pre-war Austin cars.—56, Bayswater Rd., W.2. Paddington 1890. [1435]

J OHNSTONS SERVICE Garage urgently require all makes Austin cars.—1a, Midway Avenue, N.1. Canonbury 666-7-8. [1855]

J ACK ODDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [2288]

A USTIN 8, 10, 12 and 16hp saloon: late models wanted urgently for cash.—Rawlins Bros., Ltd., 87, Cromwell Rd., S.W.7. Fro. 8161. [10416]

1938-38 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, Tel. Trinity Gdns., S.W.9. Brixton 4071. [3213]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Miscellaneous Cars Wanted
URGENTLY wanted, good condition Austin cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [1755]
URGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1039]

Austin Spares and Service
NORMAND, Ltd.
THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. [10223]
C. G. NORMAN & Co.
AUTHORISED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.
THE CAR MART, Ltd.

LONDON distributors, spare parts for all models, cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.3 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717).

FOR Austin mudguards, running boards, 1931-59.—Brooks, 83, Queens Rd., Brighton. [10382]

BROCKHURST GARAGE.—Harrow agents for Austin: sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [10203]

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop. 2832, 2820. [10729]

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's Austin Seven specialists, John St., Sheffield, 2 Tel. 22876. [10265]

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts, spares and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [10414]

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [10184]

BENTLEY (3½ & 4½-litre)
H. R. OWEN, Ltd.
LONDON'S leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stock:—

1935 Bentley 3½-litre 2-door saloon by Gurney Nutting; ref. H. 4260. [10203]

1936 Bentley 4½-litre drop head coupe by James Young; ref. H. 3395. [10203]

1947 Bentley 4½-litre 2-door razor edge sports saloon by James Young; ref. H. 3032. [10203]

1948 Bentley 4½-litre 2-door sports saloon by Freestone and Webb; ref. H. 4017. [10203]

BENTLEY new, for immediate delivery, power operated drop head coupe by Abbott; ref. OW800. [10203]

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number to:—

H. R. OWEN, Ltd.,

PROUD members of the Swain Group.

17, Berkeley St., London, W.1. Mayfair 7581 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

H. HOFFMANN'S of Halifax.

MEANS cars of distinction.

1947 Bentley Mark VI sports saloon by James Young; ref. H. 2032. [10203]

1936 Bentley 4½-litre sports saloon by Barker; ref. H. 3741. [10203]

1935 Bentley 3½-litre sports saloon by A. Mulliner; ref. H. 3035. [10203]

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number to:—

H. HOFFMANN'S of Halifax.

PROUD members of the Swain Group.

OPEN 9 a.m. to 7 p.m. (week-days).

H. HOFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines). [1497]

ME

MANN EGERTON & Co., Ltd., offer:—

1948 Bentley Mk. VI steel saloon, two-tone grey with grey leather upholstery, mileage 2,494. [10203]

1948 Bentley Mk. VI steel saloon, grey with grey leather upholstery. [10203]

1948 Bentley Mk. VI steel saloon, grey with maroon leather upholstery. [10203]

1939 Bentley 4½-litre overdrive model Park Ward saloon, black with blue leather upholstery, numerous extras. [10203]

14, Berkeley St., W.1. Regent 2073. [1740]

FOX.

MULLINER sports saloon, specially designed with extra large luggage accommodation. For details of new Bentley cars for early delivery apply:—

FOX & Co., Ltd., 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. [1448]

BENTLEY (3½ & 4½-litre)

JACK BARCLAY, LIMITED.
LARGEST Official Retailers of Rolls-Royce and Bentley Stock List of used models on request to:—
12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [10067]

RIPPON.
RIPPON.
RIPPON BROS., Ltd.
NORTHERN Bentley Specialists.

1948 Mark VI Standard saloon, black with brown leather upholstery. [10203]

1947 Mark VI Standard saloon, black with beige leather upholstery. [10203]

4½-litre with overdrive fitted special 4-door sports saloon by Rippin. [10203]

1939 4½-litre with overdrive special 4-door sports saloon by Rippin. [10203]

1936 4½-litre fitted with 4-door sports saloon by Rippin. [10203]

1934 4-door sports saloon by Park Ward, black with green leather upholstery. [10203]

FOR further particulars contact the largest Bentley distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). [10906]

CLAND & TABOR, Ltd., offer:—

1934 3½-litre Bentley, Park Ward saloon, low mileage, new condition throughout; £850. [1535]

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [1535]

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1937 (January) 4½-litre Bentley, with special sports saloon body by Park Ward, black with green upholstery, speedometer reading 51,000, chassis No. B 28 JD, in first-class condition throughout. [1428]

AROLD RADFORD & Co., Ltd., Melton Court, 80, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1428]

WARWICK WRIGHT, Ltd., offer:—

1939 Bentley 4½-litre, overdrive, high vision sports saloon by H. J. Mulliner, black, blue-grey leather, 6,000 miles; £2,650. [1837]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1837]

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 2933 (6 lines). [10096]

CHARLES POLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—

1947 (Aug.) Bentley Mk. VI all-steel saloon, finished most attractively in black and grey with grey leather upholstery; 1 owner, 24,000 miles, recently passed by makers; £2,950. [10203]

18, Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [1771]

1936 delivery 4½-litre Bentley fitted with sports saloon body by Mulliner, colour grey with grey leather upholstery. [10203]

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8). [1227]

1937 4½-litre Bentley drop head coupe by Park Ward, 57,000 miles, one titled owner, exceptional condition; £1,600. [10203]

OFFERED by Clarke's of Pirbright, automobile engineers; officially appointed retailers and repairers of Bentley cars. Tel. Brookwood 2201-2-3. [1598]

BENTLEY Mark VI standard saloon, February, 1948, 1 owner driver since, 22,000 miles, perfect condition; £3,500; no dealers.—Box 4179. [12048]

4½-litre Bentley Park Ward saloon, excellent condition throughout; £1,750.—Chalcraft, Chilterns End, Henley-on-Thames. [1779]

1948 (April) Mark VI Bentley standard steel saloon, black with beige leather upholstery, 6,600, in every way equal to new; £3,150.—Below. [10203]

1935 3½-litre Bentley Park Ward saloon, black, one owner since new, genuine mileage 61,000, guaranteed, receipts can be produced for complete overhaul at 55,000 miles; £1,195. [10203]

E. D. ABBOTT, Ltd. (officially appointed Bentley retailers) Farnham, Surrey. Tel. 6282. [2282]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3) officially appointed Bentley retailers and repairers; reliable used cars in stock. [13662]

1985—1934 3½-litre Bentley sports saloon by Barker, grey with blue leather, taxed for rear.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [1644]

NEW and second-hand Bentley cars on exhibition at Hodder & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. [10904]

1935 3½ Bentley Park Ward saloon black, brown leather upholstery, radio and heater, mileage 80,000, in first-class condition; £1,200.—Magpie Farm, Balsall Common, Tel. Berkswell 2298. [1779]

1937 4½-litre Vanden Plas pillarless saloon, black and grey leather, in faultless condition, full history available.—University Motors, Ltd., Stratton House, 80, Piccadilly, London, W.1. Grosvenor 4141. [2052]

ROLLS-BENTLEY 1934, immaculate, grey with black pliskin upholstery, just resleeved, clutch and brakes relined, 80 mph, 20 mpg, overhaul cost £200; best offer over £1,300; seen West End during day.—Tel. Temple Bar 9017. [1994]

FOURSOME 1935 3½-litre Park Ward 2-door Drophead Coupe, leather, discs, lavishly equipped, delightful condition, carefully maintained, reasonable cost. Seen:—Aloe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [1816]

4½-litre razor-edge pillarless sports 4-door saloon by 44 Freestone & Webb, June 1937, black, grey hide upholstery, a most attractive car in exceptional condition.—H. A. Saunders, Ltd., 144, Golden Green Rd., N.W.11. Speedwell 0011. [2077]

BENTLEY (3½ & 4½-litre)

JACK OLDING of M. Yair,
OFFICIAL Rolls-Royce and Bentley retailers,
OFFER:—

MARK VI Bentley standard saloon, finished pearl grey with blue leather upholstery, mileage 5,500, first registered May, 1949. [10203]

MARK VI Bentley (first registered 1949) Park Ward power-operated coupe, mileage 5,000. [10203]

MARK VI Bentley standard saloon, finished black with brown leather upholstery, 33,000 miles, first registered April, 1948. [10203]

MARK VI Bentley standard saloon, finished two shades of grey with blue leather upholstery, 35,000 miles, first registered November, 1947. [10203]

4½-litre Bentley razor-edged sports saloon by Mann Egerton, finished black with blue leather, first registered January, 1939. [10203]

3½-litre Bentley standard saloon by Park Ward, finished black with grey leather upholstery, fitted with ride control, first registered 1935. [10203]

DETAILS of new Bentley cars for early delivery on application.

AUDLEY House,

NORTH Audley St., W.1. Mayfair 5242. [2287]

ROLLS-BENTLEY 1935 3½-litre Park Ward saloon, black, engine just completely rebuilt; clutch and brakes relined; radio; discs, ride-control; beautiful car; £1,500 or near offer.—3, Parkside Gardens, Wimbledon, S.W.19 (Tel. Wim. 3389). [1787]

1949 (January) Bentley Mark VI standard saloon, one owner, chauffeur kept, 17,000 miles only, finished black with brown hide upholstery, heater, etc.; £3,750.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [19571]

1938 4½-litre Bentley saloon by Hooper, black and gold inlaid, light tan leather, engine overhauled August, '49, at £850 cost, repainted and in spotless condition throughout.—Enquiries to Rush Bros. & Co., Timber Importers, Bull Lane, Aintree, Liverpool 2, L. [10203]

CHEAPEST 1948 Mark VI Bentley offered.—1948 (April) S.S. saloon one owner, passed by makers, still under their guarantee, maintained by them since new, fitted false mats and loose covers, H.M.V. radio, heater, etc., full history available; offered at bargain price of £2,950; part exchange considered in specimen condition and faultless in every way, moderate mileage.—Great Western Motors, Ltd., 6-8 Bishopsgate Rd., W.2 (Fiddington Station), Ambassador 1061-2. [1932]

BENTLEY (other than 3½ & 4½-litre)

SCUDDER & WALL.—See our advertisement under "Sports Cars." [2160]

1934 Rolls-Bentley d.h. coupé, condition excellent; £900.—39, Duchy Rd., Harrogate. [1961]

BENTLEY 1929 Speed 6 chassis, perfect condition, engine transmission, A type rear box, 4 new Fort Dunlops, Bosch head lights, bonnet; £125; Herts.—Box 4058. [1369]

BENTLEY 3-litre short-chassis open 4-seater, perfect throughout choice of 2; £235; open week-ends.—35a, Adam & Eve Mews, Kensington High St., W.8. Western 7002 & 0489. [1925]

BENTLEY 4-litre Mulliner saloon, 1931, the car has been stored for 9 years, just resprayed black, interior in brown hide, unmarked; £285.—Service Motors, High Rd., Balby, Doncaster 53494. [1959]

3-litre Red Label Bentley, 1925, boat body, good hood and tyres, spares, taxed, insured, petrol from January, engine overhauled; no reasonable offer refused.—Collier, 37, Wensleydale Rd., Hampton, Middlesex. [1794]

BENTLEY 5-litre 1925 Blue Label 4-seater tourer, in exceptional condition, entered last Eastbourne Rally, guaranteed 75mph, with twin S.O. slopers; £500, offer.—Lieut. P. J. Sullivan-Talbot, R. [1790]

BENTLEY 4½-litre, completely rebuilt in 1949 and fitted with special pistons, modified crankshaft and Borg and Beck clutch, D-type box, original 4-seater V.D. body, whole car in very good order externally, internally and mechanically; £600.—Fuelling, 33, Harrington Gardens, S.W.7. Tel. Frenant 8351 or Terminus 1443 (office hours). [2290]

Bentley Cars Wanted

SCOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 7583. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [10515]

THE CAR MART, Ltd., wish to purchase Bentley cars.—320 Euston Rd., N.W.1. Euston 1212 10958

J. MARSHALL.

WANTED, Bentley 3½- and 4½-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford, Tel. Garston 2369. [4937]

ROWLAND SMITH'S the Bentley buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

BARTLETT is most anxious to purchase 3½ and 4½ Bentleys.—27a, Pembroke Villas W.11. Bayswater 0523. [15095]

URGENTLY required, good 3½-litre or 4½-litre used Bentley.—Hatfield, 154, Gt. Titchfield St., W.1. Lonsham 0012. [1621]

WANTED Rolls-Bentley 1939 overdrive, must be in immaculate condition and serviced by makers only. Write Box 4170. [12058]

WE are open to purchase any type pre-war Bentley car; complete or otherwise.—Compton, 63 Weston St., Croydon, Palace S.E.19. Liv. 3362. [7498]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted
RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). (1907)

JACK OLDFING, Ltd., 8-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. (0613)

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers. Buy good late cars. 113 Berkeley St., W.1. May. 6266. Service, works & stores. —12 Wellesley Ave. W.6. Riv. 1413. (18363)

A LOVING home is assured and a three-figure price offered, for a drop-head or open tourer 3½-litre Bentley (1924/25), by a genuine private buyer; proof of good faith willingly given; please write, with photograph of car (returnable), all letters will be answered.—Box 4177. (12046)

Bentley Spares and Service
JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types. **WORKS**—Lombard Rd., Morden Rd., Merton. S.W.19. Liberty 7222 (3 lines). (0624)

W. W. COUPER, Ltd., Catherine St., St. Albans 4345.

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. (0622)

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers. (0622)

SHOWROOMS—18, Berkeley St. W.1 May 6266

SPARE parts

SERVICE—12, Wellesley Ave. W.6 Riv 1413 (18367)

B.M.W.

375 ens.—B.M.W. type 319 1937, first registered 1938. £10 tax. Touring cabriolet.—Taylor 37. Elvaston Place, S.W.7. Western 0489 & 7002. (1923)

B.M.W. type 40 1½-litre competition 2-seater, first registered 1936, modified and completely rebuilt. November/December, 1939, colour Le Mans green, reupholstered, full touring equipment, H.C. head, three S.O. conversion, complete spare engine; this car is ideally suited for club racing, trials or ordinary motoring, guaranteed 25mpg; we believe this car to be one of the fastest and prettiest 1½-litre B.M.W.s in the country; accept £450.—Apply The Speedway Garage, 6-8, Birmingham Rd., Wolverhampton 2046. (2109)

BRISTOL

A.F.N., Ltd.

JOINT distributors for London, Home and Eastern Counties; also Berkshire, Bedfordshire and Buckinghamshire, offer—

1949 Bristol saloon, 400/85A, metallic green, one owner, mileage 7,000, radio, passed by manufacturers. (19942)

1948 Bristol saloon, 400/85A, black, one owner, always serviced by us, fully modified. (19942)

1948 Bristol saloon, 400/85A, metallic blue, radio and heater, one owner. (19942)

FULL particulars on request.

FALCON Works, London Rd., Isleworth. Hounslow 9011. (19942)

UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks. Beds and Bucks. (19942)

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. (10166)

EVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. (10296)

CHARLES CRICKSHANK MOTORS, The Centre, Bristol, Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. (0490)

SCOTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. (0549)

BRISTOL, all models including type 401 4½-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious. (19942)

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey, Tel. 466. (1939)

Bristol Cars Wanted

WANTED, small mileage Bristol 400; state price and mileage.—Dunham, 46, Castle St., Luton. (1475)

1949 low mileage Bristol wanted.—Phillip Foster, 108 High St., Uxbridge, Tel. 1202 (1196)

WANTED urgently, Bristol.—Harold Webb Motors, Ltd., 338-340, High Rd., Ilford, Tel. Ilford 3151. (1786)

A.F.N. Ltd., will purchase Bristol Type 400 saloons. (14613)

A Falcon Works London Rd., Isleworth Middlesex. Hounslow 0011. (14613)

Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works 71-73, Dobbies Loan, Glasgow, C.4 Tel. Douglas 0638. (0458)

BRITISH SALMONSON

BRITISH SALMONSON 12/55 saloon, chassis and body completely stripped and rebuilt as new, fully guaranteed; £2,200.—British Salmonson Cars, Raynes Park, S.W.20. Tel. Wimbledon 0185. (1479)

British Salmonson Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmonson cars.—Raynes Park, London S.W.20. Tel. Wimbledon 0185. (10245)

B.S.A.

B.S.A. 1933 10hp saloon; £160; illness cause of sale. (1460)

1938 B.S.A. Scout 10 coupe, one owner, guaranteed; £250.—British Salmonson Cars, Raynes Park, Gdns. Mews, Kensington. Park 7780. (1672)

145 ens.—B.S.A. 1934 9hp Peerless four-seater coupe, black, sliding head, red leather, presleator, full flywheel, good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041 (12220)

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0928)

RAYMOND W.A., the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines). (3135)

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733 (10144)

BUCATTI

1937 Bugatti type 57 streamlined sports saloon, fine example; £695. (2071)

LONDON CARS, 592-6, Greenford Rd., Greenford, L. Middx. Wavlo 2643. (14002)

BARTLETT—Bugatti late series 57 saloon. £225. Bugatti famous 51 Grand Prix.—278, Pembridge Villas, W.11. (1832)

1930 type 46 5-litre Weymann saloon, rewired this year, 7 spare wheels; £150.—Apply J. Giles, Stinchcombe Hill, Dursley, Glos. (1786)

£375 coachwork, hood, side screens, tonneau perfect, chassis excellent.—7, Forest Rd., Dorrige, Birmingham. Knowle 2021. (1786)

FOR sale, Bugatti type 50 4.9-litre supercharged 2-3-seater, engine just overhauled and in perfect condition, tax £10, many spares.—Giles, Park Lodge, Dursley, Glos. Tel. 2168. (1930)

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Malda Vale 1531 (10071)

BUICK

CAR MART, Ltd.

BUICK, 1938, Pullman 7-seater limousine, 6 months' guarantee, £1,000. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (9795)

CONTINENTAL CARS Ltd.

1935 Buick Victoria saloon, 4-str. coupe; £165. (1932)

PORTSMOUTH Rd., Send, Surrey. Tel. Ripley 3122-3. (1382)

SIMPSON'S MOTORS offer:—

1937 Buick special four-seater drop head coupe, immaculate; £425. (1754)

1938 Buick fixed head coupe, radio, immaculate car; £445. (1754)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. (1754)

1937 Buick saloon, blue/leather. (1754)

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. (8958)

JOE THOMPSON (MOTORS), Ltd., offers:— (8958)

1947 Buick 51 super saloon, colour blue, l.h.d., 25,000 miles, grey cloth upholstery, fitted with heater. (1950)

1947 Buick Roadmaster four-seater coupe, electrically operated hood, windows and seat. (1950)

1948 Buick 51 super saloon, r.h.d., low mileage. (1950)

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. (1950)

LIMOUSINES, roomy 7/8-seater Buicks; from £425. N.W.2. Gladstone 2226. (1665)

BUICK, 1938, 38hp, glass division, black limousine, radio, must sell, new car delivered; £375.—Beha, 59, Riverhouse Drive, West Ewell. Ewell 4766. (1829)

1947 Buick Roadmaster saloon, first registered 1948, £10 tax, 11,000 miles.—Phone F. McMahon, Piccadilly Hotel, London, 17th May, 20th May. (12026)

1939 Buick Alhambra drop head four-seater coupe, extremely good condition; outright sale or exchange smaller car.—"Greenways," Lockerley, nr. Romsey, Tel. Lockerley 312. (1735)

1947 (first regd. 1946 model) Buick Roadmaster saloon £10 tax, right hand drive, 17,000 miles, an immaculate car; £1,895.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). (9570)

LIMOUSINE, 1937, Double Enclosed, 4-forward, radio, l.h.d., excellent condition, black, £795. Below (1950)

LIMOUSINE, 1939, partitioned, 7-forward, black, 31,000, unquestionable condition, radio, privately owned, reasonable cost. Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. (1817)

BUICK was Wanted

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection. (1950)

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros 4747. (10747)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3903. (7994)

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. (0304)

BUICK Spares and Service

BUICK reconditioned rear axle assemblies on exchange plan, N.A. and D.A. series; immediate delivery.—TRIANON, Aerodrome Rd., Watford Way, London, N.W.4. (14627)

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0141)

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offers:— (1950)

1947 Cadillac 60 special 4-door saloon, very low mileage, immaculate car. (1586)

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. (1586)

1936 Cadillac limousine, privately owned, immaculate. (1586)

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. (14627)

CADILLAC 1947 saloon, one owner and driver only, beautiful condition; view London; best offer; no traders.—Box 4159. (12027)

CADILLAC

1937 (October) licensed Cadillac 7-passenger limousine, finished black with black leather to interior, fitted radio, speedometer reading 12,600, 2 owners since new, laid up in heated garage during war years and very carefully maintained, on original tyres with both spares unused; only reason for sale on account of present owner's ill-health; condition immaculate throughout. (1410)

OFFERS to Godfrey Houghton, Ltd., Chester. Tel. 2706. (1410)

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. (7996)

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection. (1950)

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros 4747. (10747)

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. (0304)

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0141)

CHEVROLET

SIMPSON'S MOTORS offer:—

1946-7 Chevrolet Fleetmaster de luxe, 1 owner, immaculate; £950. (1755)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. (1755)

JOE THOMPSON (MOTORS), Ltd., offers:— (1755)

1948 Chevrolet Fleetline saloon. (1755)

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. (1586)

1947 Chevrolet Styleline saloon; £1,075.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (1727)

CLASS'S MOTOR MART—1938 Chevrolet saloon, black, 44,000 miles, exceptional; £425; written guarantee, 5, Warren St., W.1 Euston 3523. (8172)

CHEVROLET, 1937, luxurious Club coupe in excellent condition; I.F.S. rebuilt engine, chauffeur maintained; show car; £350.—Mr. Parry, Whitehall 3242. (1950)

1937 Chevrolet 30hp saloon, Bedford cord, very clean exterior and interior, taxed year, bargain; £375.—Rogers Garage, 72, Chiswick High Rd., W.4. Chiswick 4815-6. (1206)

1941 saloon, l.h. drive, radio and heater; £695.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (1725)

1947 Chevrolet Fleetmaster 4-door saloon, black, first registered 1948, perfect condition, one owner, driven by same chauffeur since new, 17,500 miles, left-hand drive; £1,150.—Tel. Fri. 9057. (1974)

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903. (7997)

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection. (1950)

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros 4747. (10747)

DISTRIBUTORS for London and Home Counties enquiries good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (1708)

Chevrolet Spares and Service

CHEVROLET spares and repairs; for private vehicles British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (1727)

CHRYSLER

DICKS CAR SALES offer:—

1947 Chrysler Windsor saloon, automatic drive, numerous extras, radio, heater etc., really as new; £1,650. (19988)

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, N.W.6. Malda Vale 6888-9. (19988)

JOE THOMPSON (MOTORS), Ltd., offers:— (19988)

1947 Chrysler New York saloon. (19988)

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. (1587)

£350—Chrysler 4-door drop head coupe, overdrive, recollapsible.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. (1684)

Chrysler Cars Wanted

CASH immediately for good Chrysler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (1612)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. (7998)

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0929)

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection. (1950)

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros 4747. (10747)

CHRYSLER cars wanted, 1939 onwards.—Brown & White (Leeds) Ltd., Roundhay Rd., Leeds, 7. Tel. 43405. (10564)

SEATERS 1937/39 39 Royal-Wimbleton-Dodge 7-seater open Limousines required. Alpe, Providence Court, Grosvenor Square, Mayfair-2941. (1806)

Chrysler Spare and Service

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., Balham High Rd., London, S.W.12. Tel. Balham 2234. (10361)

CITROEN

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4843. (1946)

1946 Citroen Light 15, colour fawn, excellent motor car; £650. (1946)

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4844. (1946)

1936 Citroen 10 de luxe saloon, guaranteed; £165; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (12148)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CONTINENTAL CARS, Ltd.

1948 Citroën 15, black and red. Radiomobile, taxed, £865.
PORTSMOUTH Rd., Send. Surrey. Tel. Ripley 3122-3.

DICKS CAR SALES offer:—

1939 -40 Citroën 15hp saloon, very fine order, carefully used: £450.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, N.W.5. 1935
 Maida Vale 688-9.

JOHN S. TRUSCOTT, Ltd., for really good Citroëns.

TWO 1948 saloons ready for delivery; only first-class examples are offered; they have been thoroughly serviced and are open to any reasonable trial and examination: exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bays, 4274.

H. W. MOTORS, Ltd., the Citroën specialists, offer:—

1940 6-cyl. grand luxe saloon, in superlative order throughout, 34,000 miles, 2,000 only since engine overhaul, black cellulose finish practically unscratched; superb brown Vauinol leather upholstery, carpets and hand lining in beautiful condition, chromium plate as extras include Blumel spring steering wheel, large chromium plated fog and pass light and wheel discs; this magnificent car has been thoroughly checked by our works and represents a real opportunity at £580.

A **NOTHER** 6-cyl. saloon in process of overhaul and renovation.

1948 light 15 de luxe saloon, 13,000 miles, one owner, finished in black with brown leather upholstery; a carefully maintained car in practically new condition throughout; £875.

1946 Citroën 15 de luxe saloon, 19,000 miles, one owner, finished in black with brown leather upholstery; this car has been exceptionally well cared for and will be available in approximately 10 days; £685.

W. H. MOTORS, Ltd., Walton-on-Thames, 783 and 1437. 1936

1938 Citroën 15 7-seater saloon, perfect, guaranteed; £515; payments:—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. 12147

1935 Citroën 12hp, f.w.d., road tyres, one owner; £185.—Apply Walter White Engineers, Ltd., 5 and 8, Malvern Mews, Kilburn, N.W.6. 1942

1939 Citroën 12hp, f.w.d., road tyres, one owner; £185.—Apply Walter White Engineers, Ltd., 5 and 8, Malvern Mews, Kilburn, N.W.6. 1942

1938 Citroën 12hp saloon, grey-blue leather, in post-war condition; £485.—Peter Banick, Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5370. 12111

1938 Citroën 12hp saloon, moderate mileage, in excellent order throughout; £325.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. 19653

1940 s.c. new engine and gears, grey with red leather upholstery, as new; £450; no offers.—Bacon, 136, Kettering Rd., Northampton. 12008

1947 15hp saloon, silver, with beige upholstery, Brooklands steering wheel, 18,000 miles nearly new tyres; £750.—Working Motors (Maybury Hill), Woking 1920. 1561

175 gns.—Citroën Big 12 1934 7-seater saloon de luxe, dark blue and black, sliding head, blue leather, face forward occasional, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 12221

£485—Very desirable Citroën 12hp sports roadster, registered 17th December 1946, Citroën condition, having been maintained by previous owner regardless of expense, over £65 has recently been expended on chassis and mechanical maintenance alone and total bills for £50, representing work carried out within the last six months are available for inspection; the Citroën is attractively finished metallic grey with red leather, two brand new tyres have just been fitted and the whole car is in our opinion, in the condition to give a magnificent time of service and is offered with a fully comprehensive guarantee.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115; over 400 fully guaranteed used cars in stock; write for our 18-page stock list; free delivery of any car anywhere in the United Kingdom; easy and confidential hire purchase; tax and insurance on the spot enable you to drive away at once; part-exchange on any car; fares refunded to purchasers from any part of the country; showrooms open 'till 8 p.m. Mon.-Sat.; see our full-page advert. in this issue and study our special petrol tax refund offer. 1908

Citroën Cars Wanted

C **M** **THE CAR MART, Ltd.**, wish to purchase Citroën cars, —320, Euston Rd., N.W.1. Euston 1212. 10712

C **G. NORMAN & Co.**

CITROËN distributors for the County of London.

BUYERS of low-mileage Citroën cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

ROWLAND SMITH'S, the Citroën buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Citroën.—H. F. Edwards, 28, Upper High St., Epsom 9400. 16223

H. W. MOTORS, Ltd., always require first-class Citroëns.—Tel. Walton-on-Thames 783 and 1437. 14663

JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroëns.—173, Westbourne Grove, W.11. Bays, 4274. 1750

PRIVATE buyer seeks 1939-40 Light 15 Citroën saloon which is in immaculate order.—Details and lowest price to Box 4103. 11395

1948-9 Citroën saloon urgently required; please forward details to Herkitt Estates, Ltd., 12, Vaughan Gardens, Ilford, Essex. 17197

A. C. SERVICE STATION (LONDON), Ltd., purchase for cash all Citroën cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). 6774

Citroën Spares and Service

SALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 331-2. 10187

BRING your used cars to the Citroën specialists; we will recondition as new.

THE HEADLIGHT MOTOR & ENG. CO., Ltd., 8, Otley Rd., Leeds, Tel. 52627-8. Grams, Trouble. 12155

WIDCOMBE GARAGES, Ltd., Putney Rd., Bath 4963.—Citroën spares, reconditioned drive trains, 48-hr service. 17923

CITROËN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29, 30, Elvaston Mews 8 Kensington S.W.7. Western 6574.

CITROËN—We are distributors for N.W. Kent and specialists in reconditioning these cars: front drive assemblies fitted from stock.—Barnhurst Garage Ltd., Bexleyheath 725. 10746

BOWES ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroën body repairs and mechanical overhauls; swivel joints reconditioned 48-hr.; all spares stocked. 12668

DAILMER

COACHCRAFT offer:—

£97/10—1934 model Daimler 19hp long chassis saloon de luxe, most impressive vehicle, in excellent running order; four new tyres and good spare, bodywork and general appearance exceptional for year, reliable car, suitable for family use or hire work.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. 16152

GUY SALMON AUTOMOBILES, Ltd., offer:—

1939 (August) Daimler 24hp owner driver sports saloon, by Charlesworth, a roomy saloon with most attractive lines in superb original condition; £695.—Forthmouth Rd., Thames Ditton, Esherbrook 4543. 15195

£300—Daimler 15, 20,000 miles only, unbelievable but true, new condition.

BARNES GARAGES, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mar. 1627. 12155

1948 18hp Daimler saloon, black, blue leather upholstery, 10,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. Tel. (Mayfair 5951) and 12, Chelsea Manor St., S.W.3. (Flamingo 8181). 18950

1947 2½-litre Daimler in grey and blue, very attractive car; £1,250. Egham 166. 1664

1939 2½-litre Daimler saloon, black with red leather, excellent condition throughout.

1936 4½-litre Daimler limousine by Hooper, 14,000 miles, as new.

LANCEFIELD COCHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951-4. 1831

DAILMER 15 saloon, 1936, overhauled, perfect, 6 months' petrol; bargain, £300.—132, Marlborough Rd., N.19. 18035

1938 Straight Eight limousine, F. chassis, suitably for hearse; £485.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. 13224

1937 Daimler 15 sports saloon, immaculate, guaranteed; £535.—Payments:—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. 12143

1948 Daimler 2½-litre saloon, guaranteed mileage 15,000, perfect throughout, taxed; £1,375.—56, Galle Lane, Barnet, Tel. Barnet 3613. 18007

1934 Daimler 15hp saloon, black with red upholstery, 1 owner, in excellent condition throughout; £225.—Haskins, Ladbroke 1155. 7855

CENTRAL GARAGE, Croydon, offer 1947 Daimler 2½-litre saloon, finished green, upholstery to match, small mileage; £1,250.—Central Garage, Tel. Croydon 7464. 12150

1937 Daimler 2-litre black saloon, in beautiful condition, fully guaranteed; h.p. (terms arranged)—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. 1858

STRATSTONE, the Daimler specialists, offer a comprehensive range of good second-hand Daimlers, both saloons and limousines.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404). 16376

1936 Daimler 32hp enclosed limousine, by James Young, in original superlative condition throughout; £525.—Odon Motors, Ltd., Barnet, Herts. Tel. Barnet 18963.

2½ litre 4-door saloon, registered August 1948, finished navy blue/blue hide upholstery, small mileage, one owner, cost nearly £2,000; offered at £1,425 by Austin House.—144, Golders Green Rd., N.W.11. Speedwell 0011. 12095

1940 (July) Daimler 2½-litre saloon, finished black, brown leather, one owner, excellent condition throughout, any examination; £750.—Seymour & Clements, Ltd., 35, Watford Way, Hendon Central, N.W.4. Hebdon 2146. 19529

£1,24 limousine, 1937 (June) Daimler 7-passenger double enclosed limousine, chauffeur's division, forward occasional, finished dark blue and black, very low mileage, almost new tyres, taxed, in exceptional condition throughout; trade enquiries welcomed.

MOTOCYRISTS (LONDON), Ltd., Great North Rd., Finchley Station, N.4. Tudor 2301-2. 19157

175 gns.—Daimler 15 (Oct., 1934) de luxe 4-door saloon, black, sliding head, brown leather, preslector, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 12222

£800—Magnificent 25.9hp owner-driven Daimler sports saloon, first registered August 1937, mileage to date 26,057, coachwork by Hoopers, colour black, maroon cord upholstery with complete set of matching loose covers, fitted heater, windscreen washers, cigar lighter, etc., the whole car has been maintained scrupulously and is in showroom condition.

Apply 5, Ashburton Rd., Hugglescote, Leicester. Tel. Coalville 210. 12023

Daimler Cars Wanted

C **M** **THE CAR MART, Ltd.**, wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3454. 10959

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 1932

Daimler Cars Wanted

LONDON CARS require several good pre-war 17-18hp Daimlers.—Full particulars to 592-6, Greenford Rd., Greenford, Middx. Watlow 2645. 18537

WANTED—Daimler limousine, 24hp, E.L. type, 1937-9, state details and price.—Apply Messrs. Finlands, 213, Wilmslow Rd., Manchester 14. 11037

IMMOBILES Modern 24hp-32hp urgently required. Details please.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. 11807

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preslector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. 10256

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work, spare parts supplied, H. & A. Engineering, 35, Grant Rd., Croydon, Surrey, Addiscombe 2931. 10145

DAILMER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allen, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874.

DELAGE

£285—1934 Delage D.8 super sports drop head four-seater coupe, magnificent appearance, amazing performance, very clean, in black with green leather interior, good tyres.

BRAY MOTORS, 180-182, West End Lane, N.W.6. Hampstead 6490. 12205

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain, etc.

H **EAD** office, 82, Park St., W.1. 16493

WE buy sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood N.W.8. Mar. 0267. 11099

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Delage specialists; all facilities at war factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. 15901

DELAHAYE

BARTLETT—Delahaye 1000hp Coupe des Alpes sports saloon; £795.—27a, Pembridge Villas, W.11. 18333

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

H **EAD** Office: Regional House, 82, Park St., W.1. 12407

D.K.W.

B & M GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks.—Allen, 42a, St. Michael's St., W.2. Addiscombe 6877. 10016

WANTED, D.K.W., any condition if body good.—Bacon, 136, Kettering Rd., Northampton. 12009

D.K.W. Spares and Service

NEW big-engines and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction, Bat. 0871. 10066

DODGE

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Dodge saloon.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michlins), Ken. 4854.

1948 Dodge 4-door saloon, radio and heater, 1.5h drive, 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. 3588. 11705

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine and service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. 10362

FIAT

FIAT 1939 500 coupe, probably best available; £365.—27a, Pembridge Villas, W.11. 19931

1938 Fiat 1100 pillarless saloon, sun roof, in good condition; £285.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. 13774

FOX & NICHOLL, Ltd., have 1939 Fiat 500 models, two- and four-seaters; rebuilt 500 engines usually available; spares and service specialists.—Kingston By Pass Rd., Derwent 1122. 10242

295 gns.—Fiat 1939 1100cc 4-door pillarless saloon, grey, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 12223

£325—Fiat 500, 4-seater saloon, 1939/40, in very good, late owner claims petrol consumption exceeding 50mpg, finished in duo cellulose, with leather interior, and altogether an attractive, highly efficient, economical little motor.—See below.

£295—Fiat 1100 four-door pillarless saloon de luxe 1938, attractively finished in metallic grey and black with spotless leather interior, this model is even more desirable to-day on account of its extreme low running cost, coupled with a delightful performance; several additional special features; outstanding value.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115; over 400 fully guaranteed used cars in stock; write for our 18-page stock list; free delivery of any car anywhere in the United Kingdom; easy and confidential hire purchase; tax and insurance on the spot enable you to drive away at once; part-exchange on any car; fares refunded to purchasers from any part of the country; showrooms open 'till 8 p.m. Mon.-Sat.; see our full-page advert. in this issue and study our special petrol tax refund offer. 11911

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT
MAYFAIR GARAGES, Ltd., have a choice of 15 Fiat saloons including 1100's, 500's, supercharged D.H.C., 4-seater saloon, drop head coupes and fixed head coupes, all with 3 months' guarantee. Send for list, particulars, hire purchase and copy of "The Autocar" Road Test Report.
MAYFAIR GARAGES, Ltd., Fiat Sales and Repairs, Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104/5. [2213]

£195 cash or £65 deposit.—1937 Fiat 500 coupe, whole car just recellulosed, good tyres and mechanical condition; repayments over 18 months required; another Fiat coupe at £219 cash or £65 deposit; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [1944]

Fiat Cars Wanted

C
THE CAR MART, Ltd., wish to purchase Fiat cars.—320, Euston Rd., N.W.1. Euston 1212. [0960]

R
ROWLAND SMITH'S, the Fiat buyers.—Hamstead High St. (Hamstead Tube), Ham 6041. [0935]
MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridge's), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448]

Fiat Spares and Service

R
REPAIRS, front suspension exchange.—10, Winchester Mews, N.W.3. Primrose 2647. [0197]
FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay 5712. [0136]
FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, the only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909]
FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners, complete servicing all models.—Derrington, 159, London Rd., Kingston 5681-2. [7263]

Ford (8 h.p.)

C
CAR MART, Ltd.
FORD Anglia, 1949-9, new type, 2,000 miles; £655.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [3976]
B
BROWNS for Fords.

1947 Ford Anglia saloon, in immaculate condition, choice of three from £425.—Brown's Garage, Loughlin (Eggham), (Tube). [9667]
PERRY'S OF HARROW

H
AVE an excellent selection of post-war 8hp saloons available.
P
HARROW 1031 for details.

W
HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099]
G
P. (BALHAM), Ltd., offer:—

255 gns.—1939-9 Ford 8 saloon, any trial, choice of three.
G
P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [1998]

D
AGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 8hp Anglia, black, red, 7,000 miles; choice of 3.
1949 Ford 8hp Anglia, beige, red, 13,000 miles.

1948 Ford 8hp Anglia, black, red, 7,000 miles; choice of 2.
1947 Ford 8hp Anglia, black, red, 8,000 miles.

1946 Ford 8hp Anglia, black, red, 22,000 miles.
56 Park Lane, W.1. Regent 4666. 374, Ealing Rd., Alperton, Mdx. Perivale 3388 and 8 and 12, Sangle Rd., Catford, S.E.6. Hither Green 4821. [9811]

1939 Ford 8 saloon, blue, blue upholstery, unspratched. £315.
M
AGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Batt. 5573. [2076]
1935 Ford 8, excellent condition; £175.—Aldis, 28, Salomstone Rd., Marzate. Tel. 2252. [2017]

O
FFORD—1946 Ford 8hp saloon, carefully maintained.—154, Gloucester Rd., S.W.7. Fremantle 0051. [1413]
1947 Ford 8 saloon, black, one owner; £475.—Wembley Court Motors, High Rd. Wembley. Arnold 5221-2. [1814]

£175—Ford 8 1936 4-door saloon, leather, excellent condition, taxed, 18 saloons of petrol with this car.

A
BEEY AUTOS, rear of 44-46, Chase Side, Southgate (near Tube), Palmers Green 4540. [2117]
1937 Ford 8, privately owned in splendid order; £245.—S. Bowen & Sons Hillside Garage, Edgware, Tel. Edgware 4464-5. [7263]

1938 Ford 8hp 2-door saloon, black with red rexine upholstery, 5,000 miles since reconditioned engine fitted, recellulosed; £285.
G
W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [1574]
£425—1947 (Sept.) Anglia saloon, one owner; buying bigger car; serviced by Ford specialists; no offers.—Box 4173. [2042]

1938 Ford 8 saloon, reconditioned throughout; £275.—Johnstons Service Garage, 1a, Midway Avenue, N.1. Canonbury 6666-7-8. [1060]
1939 Ford 8 de luxe, in exceptional condition; £285.—Johnstons Service Garage, 1a, Midway Avenue, N.1. Canonbury 6666-7-8. [1060]

1946 Ford Anglia, low mileage, trade enquiries invited; £465.—Allery and Bernard, Ltd., 372, King's Rd., S.W.3. Fla. 7345. [1520]
A
RTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Rd. Tottenham 1594-5. 1946-8 Ford Anglia saloons low mileage all guaranteed; also earlier models [5367]

1948 Ford Anglia saloon, low mileage, in very good condition throughout; £495; 1940 Ford Anglia saloon, very clean bodywork, excellent mechanical condition; £335; 1938 Ford 8 saloon, excellent bodywork and in first-class running order; £310.
F
ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad 2234. [8142]

£185—1937 Ford 8 de luxe saloon, black, red interior, exceptionally clean, good runner, good tyres; bargain.
B
RAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2193]

R
OSE & YOUNG, Ltd., offer 1949 Ford Anglia saloon, 6,000 miles; £525.—65-69, Sternhold Ave., Streatham Hill 6464. (1 minute Streatham Hill Station). [9919]

N
AYLOR & ROOT, Ltd., 1947 Ford Anglia saloon, black, red upholstery, immaculate condition throughout, £445; three months' guarantee; choice of 250 quality cars, demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [1691]

1938-9 Ford 8 black saloon, reconditioned engine recently fitted, clean inside and out, £225 cash or £75 deposit, balance payable over 18 months; another 1936 Ford 8 saloon at £175 cash or £55 deposit; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [7409]

Ford Eight Cars Wanted

C
THE CAR MART, Ltd., wish to purchase Ford 8hp cars.—150, Park Lane, W.1. Grosvenor 3454. [0713]
G
ATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [1594]
R
OWLAND SMITH'S, the Ford 8 buyers.—Hamstead High St. (Hamstead Tube) Hampstead 6041. [0934]

C
ASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2865. [0799]
D
AGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4666. [0588]

F
ORD 8 wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 5536/7. [1348]
1946 Ford 8 saloon urgently required, £245.—Richard Francis, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [2124]

R
AYMOND Way the hire-purchase specialists, are still buying Ford 8 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3134]

Ford (10 h.p.)

C
CAR MART, Ltd.
FORD 10hp Prefect, 1949, new type, 2,000 miles; £735.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9797]
P
ERRY'S OF HARROW

H
AVE an excellent selection of post-war 10hp saloons available.
P
HARROW 1031 for details.

W
HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100]
N
EWNHAMS, Ltd.

1948 Ford Prefect saloon, black with brown leather, carefully used; 1,500 miles only.
N
EWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1583]
G
P. (BALHAM), Ltd., offer:—

295 gns.—1939 Ford 10 Prefect saloon, leather upholstery, excellent condition, any trial; also 1940 Prefect as above; choice of two.
G
P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [9999]

H
A. SAUNDERS, Ltd., offer:—
1947 Ford 10hp Prefect saloon, black, green leather, 9,000 miles; £595.
1948 Ford 10hp Prefect saloon, black/red leather, 6,000 miles; £635.
1949 Ford 10hp Prefect saloon (new type), black/red leather, 5,000 miles; £735.

H
A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0069. [1639]
D
AGENHAM MOTORS, Ltd., Ford main dealers.

1949 (new type) Ford 10hp Prefect, beige, red hide, 1,500 miles only.
1949 (new type) Ford 10hp Prefect, black, hide, 2,000 miles.
1949 (new type) Ford 10hp Prefect, beige, hide, 8,000 miles.
1949 (new type) Ford 10hp Prefect, black, hide, 8,000 miles; choice of 2.
1948 Ford 10hp Prefect, black, hide, 11,000 miles; choice of 3.
1947 Ford 10hp Prefect, black, hide, 27,000 miles, reconditioned engine.

56 Park Lane, W.1. Regent 4666. 374, Ealing Rd., Alperton, Mdx. Perivale 3388 and 8 and 12, Sangle Rd., Catford, S.E.6. Hither Green 4821. [9812]
P
REFECTS, 2 Ford 10 saloons, 1947 and 1939, exceptionally nice cars.

W
ADCOL MOTORS, 150, West End Lane, N.W.6. [1425]
1946 (July) Ford Prefect saloon, black, new type, conditionally well kept car; £495.
W
Finchley Rd., N.W.3. Ham. 4414. [8912]
169 gns.—1936 Ford 10 4-door saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [1935]

1947 Ford 10, 15,000 miles, offers over £510 to Morrison, Swansea. [1663]
£450—First registered January, 1949, Ford Prefect de luxe saloon, black, sun roof, maroon leather, as new throughout.
D
UGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [2060]

A
RTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Ladbroke 5945-5. 1946-8 post-war Prefect saloons low mileage, all guaranteed. [7392]
1947 Ford 10 Prefect saloon, black, fawn interior, reconditioned engine just fitted, licensed December, 1950; £589.—Robbins, East Putney, T.1. 4581. [2084]

1938 Ford 10 4-seater, reconditioned engine, guaranteed; £265; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [2144]
1948 (July) Ford 10 saloon, black, 12,000 miles, one owner, as new throughout; £595.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1815]

1949 Ford Prefect saloon, 2,600 miles, black with cloth upholstery, as new, in excellent condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [18824]

1948 Ford Prefect saloon, black, cloth upholstery, low mileage; also 1939 Ford Prefect saloon, 4-door, cloth upholstery, in very nice condition throughout; also 1940 model Ford Prefect saloon, 2-door, leather upholstery. [9151]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [8969]
£74 4-door saloon, clean black cellulose with red leather upholstery, sound condition throughout; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [19151]

Ford Ten Cars Wanted

R
OWLAND SMITH'S, the Ford 10 buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. [0935]
M
ARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [1161]
C
ASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2865. [0799]

D
AGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4666. [0156]
F
ORD 10s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 5536/7. [1349]

W
ANTED urgently, 1948 Ford Prefect black saloon, small mileage.—K. Henry, Ltd., 65-65, Great Portland St., W.1. Ladbroke 3635 and 3654. [1161]
R
AYMOND Way the hire-purchase specialists, are still buying Ford 10 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660]

Ford (V.8)

D
ICKS CAR SALES offer:—
1939 Ford 22hp saloon, definitely unmarked; £345.
D
ICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [8127]
S
IMPSON'S MOTORS offer:—

F
ORD V.8 (late 1947) super de luxe, fitted radio and heater, magnificent car; £885.
1939 Ford 22hp, exceptional car; £315.
S
IMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [1753]
A
CE SERVICE STATION (LONDON), Ltd.

6000 miles.—1949 Ford Pilot, green with leather upholstery, fitted radio, heater, Over loose covers, twin blue spot Notex lamps used on half rate only; £965.
N
ORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5565 (5 lines). [2127]
D
AGENHAM MOTORS, Ltd., Ford main dealers.

1949 (March) Ford Pilot, green, beige hide, radio, 5,000 miles.
56 Park Lane, W.1. Regent 4666. 374, Ealing Rd., Alperton, Mdx. Perivale 3388 and 8 and 12, Sangle Rd., Catford, S.E.6. Hither Green 4821. [9813]
D
ROP head 4-seater coupe Ford V.8, 1937 series, excellent condition; 30,000 miles; 30,000 miles; 30,000 miles.

W
ADCOL MOTORS, 150, West End Lane, N.W.6. Hamstead 1177. [1423]
1949 New Look American Ford V.8, 2,000 miles, by Sidney Marcus, Ltd., 35, Sloane St., S.1. Tel. Sloane 3557-6970. [8928]

1938 22hp Ford V.8, late property of lieutenant-general, only 28,000 miles, engine reconditioned, new tyres, excellent condition; £325.
T
ORGE GARAGE (PETERSHAM), Ltd., 192, T. Petersham Rd., Petersham, Surrey. Richmond 1854. [1780]

1949 (May) Ford Pilot saloon, blue, leather, heater, 11,000 miles, specimen condition, supplied new and serviced by us; £1,025. Also 1948 (Oct.) Ford Pilot saloon, blue, 8,000 miles, genuinely like new; £975; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [1747]

325 gns.—Ford V.8 1939 22hp 4-door saloon, coronation blue, grey leather, excellent condition; terms, exchanges.—Rowland Smith, below.
195 gns.—Ford V.8, 1937 model, 22hp 4-door saloon, dark green, fawn leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube) Hamstead 6041. [2224]

1949 (April) Ford Pilot saloon, 6,000 miles only, spare unused, finished black, leather upholstery, built-in radio, heater, as new; trade enquiries welcome.
M
OTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [2074]
7000 miles.—1949 (March) Ford Pilot saloon, black, brown leather, radio, heater.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [1930]

£10 less of cost, mechanically practically new, amazing performance, ideal for Continental touring; £395.—Chiswick 4737. [1935]
1935—(October) Ford V.8 30hp 4-door saloon, in very exceptional condition, new tyres, complete basic ration.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West 4106. [1201]

1947 Canadian V.8 saloon, first registered 1945, 3,000 miles only, leather, right-hand drive; £1,395.—University Motors, Ltd., Stratton House, 80, Piccadilly, London, W.1. Grosvenor 4141. [2053]
£255—1937 Ford V.8 22hp magnificent motor car, bodywork and interior excellent, outstanding performance; this vehicle looks and runs like a £500 motor car; comprehensive 3 months' written guarantee; hire-purchase, exchanges.
L
ARK 4144, WOOD GREEN, Caxton Rd., N.22. Boves [864]

Spares and Service

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1949 Hillman Minx saloon, black, 5,000 miles, indistinguishable from new.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557-5970. [1767]
1939 Hillman saloon de luxe, finished in maroon with red leather upholstery; £365; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5969]

1946 engine, 6,000 miles; all leather upholstery; recommended.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [9168]

1949 Phase III Minx saloon, green, beige upholstery, 7,500 miles only, faultless condition.—Highly recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [2096]

725 gns.—Hillman Minx (June, 1948) 10hp Phase II four-door drop head coupe, mist green, brown leather, column gearchange, H.M.V. radio, carefully used, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below. [1529]

265 gns.—Hillman Minx 1939 model 10hp de luxe leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2226]

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, have pleasure offering 1948, Phase II drop head four-door, mist green, brown leather, most attractive car, done a genuine 6,658 miles and therefore like new in every respect; £750. [1529]

USED cars and commercial vehicles of all types in stock, let us know your requirements; Ford 8s and 10s urgently required. [1529]

FORD House, New Rd., Dagenham. Rainham 770 (9 lines). [1529]

1949 (March) Hillman Minx saloon, Mark III, black, guaranteed 3,000 miles; £280; 1948 Hillman Minx Mark II drop head coupe, radio, 12,000 miles; £700.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [9676]

1949 Hillman Minx magnificent Mark III 10hp black saloon, rust and fawn interior, chauffeur maintained, one owner, black hide upholstery; £850; no dealers; basic coupons available.—Hutchings, 47, Warwick Gdns. London Rd., Thornton Heath, Surrey. [1499]

NAYLOR & ROOT, Ltd., 1949 Hillman Minx Phase III saloon, blue, 2,000 miles only, unblemished and as new throughout, £875; choice of 250 quality cars, demonstrations free with 100 miles; terms available.—25 East Hill, Clapham, June, S.W.18. Batt. 5272. Open 9-6 each weekday including Saturday. [1692]

TANKARD & SMITH, Ltd., offer 1946 Hillman Minx drop head coupe, in blue with black leather and grey hood, most carefully used car, in first-class condition mechanically; £585; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flixman 4801-2-3. [1380]

HILLMAN 14
SIMPSON'S MOTORS offer:—
HILLMAN 14, immaculate motor car, £425. [1425]
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [9114]

1938 Hillman 14, very good condition; £355. [1425]
BARNES GARAGES, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mail. 1627. [2133]

1938 Hillman 14, completely overhauled, immaculate; £325.—11, Keswick Rd., Putney, Wandsworth 3137. [1969]

1940 Hillman 14 saloon, reconditioned, perfect, guaranteed; £450; payments.—Vauxhall, 17, Airedale Way, S.W.7. Fro. 1319. [2146]

1939 Hillman 14hp de luxe saloon, black, with brown leather, clean and good throughout; £395.—Sands, Burnham, Bucks 34. [1643]

HILLMAN 21
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., offer the following:— [1425]

1938 Hillman 21hp limousine, 34,000 miles, privately owned, beautiful condition; any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 2298. [1425]

LIMOUSINE 1938 DeLuxe Coachwork, partition, widest forward cushions, leather throughout, black, exceptional, £745.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [1619]

HILLMAN MISCELLANEOUS
TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars, all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flix. 4801-3. [1529]

Hillman Cars Wanted
C THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212. [1062]

R OWLAND SMITH'S, the Hillman buyers.—Hamstead High St. (Hampstead Tube) Ham 6041 [1529]

R OOTES, Ltd.,
D ISTRIBUTORS,
R EQUIRE modern low-mileage Hillman cars.
B IRMINGHAM.—Lower Temple St. (Central 8411).
M ANCHESTER.—129, Deansgate. (Blackfriars 6677).
M AIDSTONE.—(Maidstone 3333).
C ANTERBURY.—(Canterbury 3232).
R OCHESTER.—(Chatham 2231).
W ROTHAM Heath.—(Borough Green 4.)

R OOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [10108]

C ASH buyers of low mileage Hillman Minxes. Distance no object.—Hattens, Lord St., Southampton. Tel. 2268. [0792]

Hillman Cars Wanted
U RGETLY required, good pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [1620]

BRITISH & COLONIAL MOTORS, Ltd., require good Hillman cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [1713]

C HARLES RICKARDS, Ltd., wish to purchase good Hillman cars.—56, Bayswater Rd., W.2. Paddington 1820. [1437]

A LEONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0436]

B IRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. [1089]

R AYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.5. Maida Vale 6044 (10 lines). [3128]

NOTTINGHAMSHIRE Distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 44558. [0552]

Hillman Spares and Service
N ORMAND, Ltd.,
T HE best service only, highly skilled mechanics with efficient supervision.
N ORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. [0224]

J. C. BRODIE, Ltd.,
H ILLMAN repair specialist (30 years); well-equipped works servicing, rebores and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676]

NORTH and Central London.
C ATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0364]

N OR HILLMAN 1936-46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. [0367]

C HARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720]

E NGINES, gear boxes, diffs. reconditioned exchange units, 1934-48, trade or retail.—Galway Services, Ltd., Domestic St., Leeds. 11. Tel. 25690. [0344]

R OBERT CHIDLEY, Ltd.—Factory recon. engines, axles and gear boxes, all spares for Hillman from 1936 onwards; specialists tools, work shop, breakdown service and information available.—658, High Rd., Tottenham, N.17. Tel. Tot. 2920, 3343. [1952]

H ISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9892]

HOTCHKISS
H AROLD RADFORD & Co., Ltd.,
S OLE concessionaires.

1949 3½-litre Hotchkiss Motor Show model, 4-door saloon, standard, in excellent condition, box, single buretton, one owner, recently passed by the Manufacturers, mileage 11,000, maroon with cloth upholstery; in first-class condition throughout. [1529]

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington [5696] (5 lines). [1529]

C HIPSTEAD MOTORS, Ltd. See under Sports Cars, advert No. 1602. [1605]

Hotchkiss Spares and Service
H OTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6922, 5 lines). [0513]

HAROLD RADFORD & Co., Ltd.,
S OLE distributors for London and Home Counties. [1529]

N EW and unused H.R.G. cars available for immediate delivery. [1529]

1947 H.R.G. Aerodynamic sports 2-seater with 1948 modifications, 17,000 miles, unused since being passed out of the manufacturer's works. [1529]

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6842 (5 lines). [1109]

PERFORMANCE CARS have always a good H.R.G. selection; see under Sports cars. [9060]

1949 H.R.G. 1½-litre 2-seater, mileage 5,269, colour red, condition as new; £850 or offer.—Victory Motors, Wincombe St., Cheltenham. Tel. 5105-6-7. [2020]

H.R.G. Spares and Service
C HARLES FOLLETT, Ltd., have a large stock of SHOWROOMS: 18, Berkeley St., W.1. May. 6266 [18173]

S PARE parts.
S ERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8365]

HUDSON
A CLAND & TABOR, Ltd., offer:— [1529]

1938 Hudson 22hp Opera coupe, 9,000 miles only, maroon, grey cloth, chauffeur maintained, one owner, virtually a new car; £575.
A PPLY North Road Garage, Welwyn. Tel. Welwyn 481. [1675]

A -ONE MOTORS (LONDON), Ltd., offer:—
1938-9 Hudson 8 drop head foursome coupe, Salmon Tickford; £365. [1529]

1941 Hudson Country Club 6-seater, steering column gear change, magnificent car, very sound condition; £655. [1529]

1938 Hudson 112 16.9hp black saloon, 6-seater, in immaculate condition, radio; £425.—Black Horse Motors, Iver Heath. Iver 860. [1953]

C ASS'S MOTOR MART—1934 Hudson 8 saloon, black, just overhauled by makers written guarantee 5 years.—W.1. Euston 1110. [18173]

D ROP head Hudson coupe, 3-seater and dickey, 1937 model, mechanically very good, built-in larks, 21mps; £245, near.—Richmond 3555. [2141]

1937 Terraplane 16hp de luxe drop head coupe, guaranteed; £255; payments. Oldfield & Russell Gdns. Mews, Kensington. Park 7780. [1668]

D ROP head coupe V.8 3-seater and dickey, l.h.d., registered 1938, excellent mechanical condition and really nice body; £225.—Richmond 5861. [2142]

£400—1937 Hudson Terraplane 22hp black saloon, brown leather interior, good tyres, engine recently overhauled, one owner, trial or examination by appointment; private buyer only.—Box 4104. [1398]

1938 Hudson 17hp de luxe 6-seater saloon, finished cream with red leather, entirely reconditioned, including brand new engine; £495.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [2066]

H UDSON Terraplane drop head coupe, 22hp (registered 1935), attractively finished in cream, body work excellent, engine and chassis 100% condition, extras, include twin spot lamps, twin wind horns; to see this car is to buy at bargain; £245.
B. MOTORS, 356, New Cross Rd., London, S.E.4. Tideway 3779. [1655]

1935-1938 Hudson 17hp fixed or drop head coupe required by private buyer.—Box 4100. [1392]

U RGETLY required, good pre-war Hudson 17.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [1622]

Hudson Spares and Service
S PINKS (TWICKENHAM) Ltd the Hudson distributors for Hudson reconditioned engines, spares and service, quote chassis number.—53-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spinks Twickenham. [0568]

CAR MART, Ltd.
H UMBER Super Snipe 1949 saloon, 5,000 miles; £1,595.
H UMBER Super Snipe 1947 saloon, 13,000 miles; £935.
H UMBER Pullman 1948 7-seater limousine, 19,000 miles; £1,295.
H UMBER Snipe 18 saloon 6 months' guarantee; £955.
C AR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1655]

OVERSEAS CARS, Ltd.
1948 Humber Super Snipe saloon, grey, very carefully driven and in excellent condition, mileage 34,900. £850.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [1762]

D ICK'S CAR SALES offer:—
1939 Humber Super Snipe razor-edge saloon, as new; £495.
D ICK'S CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [4235]

W IMBUSH for good Humbers.
1948 (April) Humber Hawk saloon, colour black, 11,000 miles, one car owner, extras include radio heater and Rimbellishers, taxed year; £995.
1948 (July) Humber Hawk similar to above, 14,900 miles; £965.
1947 Humber Hawk, black, one owner car, 15,000 miles; £900.
R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Frenantle 8401. [8512]

G LANFIELD LAWRENCE offers:—
1939 Humber Imperial, 1949 condition; £675.—407, High Rd., N.12. Finchley 0091. [9167]

WARWICK WRIGHT, Ltd., offer:—
1949 Humber Super Snipe 27hp saloon, steel, grey, grey leather, 7,000 miles; £1,550.
1949 Humber Super Snipe 27hp saloon, silver green, buff leather, 8,000 miles; £1,550.
1949 Humber Super Snipe 27hp saloon, black, beige leather, 12,000 miles; £1,495.
1948 Humber Snipe 16hp saloon, black, fawn cloth, 10,000 miles; £1,125.
1948 Humber Hawk 14hp saloon, silver green, fawn cloth, 7,000 miles; £1,145.
1948 Humber Hawk 14hp saloon, gunmetal, grey, grey cloth, 14,000 miles; £1,095.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1639]

18 hp Humber saloon, in magnificent condition throughout, 1937; £295.
W ADOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [1424]

T HE Humber Specialists for all spares. See advert under parts and accessories. [1847]

C AMPBELL SYMONDS, Wembley 6262, offer the following two Humber Super Snipes:—
1947 (August) Pullman limousine, 10,000 miles, as brand new throughout; best offer over £1,250.
1937 Sedan de Ville, 6-seater, leather front, cloth rear, with division, laid up since 1939, total mileage 40,000, body design similar to post-war, guaranteed practically as new throughout, ideal hire car, bargain; £995. [1016]

H UMBER Hawk, Nov., 1948, steel, grey, 5,000 miles; £1,000.—Elliot, Towerleaze, Bristol, 9. [2264]

£695—1938 27hp 7-seater Pullman limousine.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [1683]

36-37 Humber Pullman landaulet, 7-passenger, immaculate; £395.—11, Keswick Rd., Putney. Vandeyte 3137. [9070]

£199—1935 Humber 16 de luxe saloon, blue and black, clean condition throughout, excellent rubber, good tyres, bargain.
B. Hampstead 6490. [2204]

1949 Humber Super Snipe saloon, 13,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1722]

1936 Humber 12 d/h coupe, reculosed, nice order; £300.—Smith & Hunter, 576, Kensington High St., W.14. Western 2312. [1688]

1949 Humber Super Snipe saloon, radio, 1,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1721]

H UMBER Pullman limousine, £10 tax, black, razor edge saloon, £785.—Metropolitan Hire & Motor Co., Ltd., 136 Clapham Rd., S.W.5. Reliance 2864. [2178]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1949 (March) Humber Super Snipe, green/beige leather, one owner, immaculate; low mileage, £1,475.—Odeon Motors, Ltd., Barnet 4100. 1950
£285 1935 12hp Humber Vogue streamlined sports saloon, luxurious small car with excellent performance, in perfect order throughout.
BRIAN INGLASS, Bugatti Sales and Service.—2, Bembridge Mews, Bayswater, W.11. Bayswater 351. After 8, Tulse Hill 4725. 1941

1949 (April) Humber super Snipe, metallic grey/grey leather, low mileage one owner, superb throughout; £1,475.—Odeon Motors, Barnet 4100. 1950
HUMBER Super Snipe (March, 1949), 6,000 miles, green, unmarked, as new; offers over £1,325.—Tel. Martin, 149, Leeds Rd., Harrogate. Tel. 61086. 19404

1948 Humber Pullman 7-passenger limousine, one private owner; £1,550.—Park Garage (Moisey), Ltd., Hampton Court Way, Molesey. Tel. 4371. 19404

1949 (March) Humber Super Snipe, green, 10,000 miles; £1,390.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1193. 19404

1937 Humber 12 saloon, excellent condition throughout; £295.—Egglefield Bros. Garage, Cornwall Gardens Walk, Kensington, S.W.7. Tel. West 2073. 19404

1948 (May) Humber Hawk saloon, finished black, one careful owner, mileage 9,800, equal to new, steering column gear change.—Scott & Eysa, Ram, Rutland. 19404

HUMBER Snipe, 1946, immaculate condition; 1937 25hp Wolseley saloon, excellent condition. The Humber Motor Co. (W.A.), Ltd., Tel. Nos. Waltham Cross 2275-6-7. 19404

1949 Humber Super Snipe, convenient fare, black saloon, 5,400 miles, well maintained, new condition, offers invited.—Apply by letter only to J. A. 359, Eastfield Rd., Peterborough. 19404

1948 (June) Humber Super Snipe, black, fawn cloth upholstery, 7,000 miles, spare wheel unused; £1,175.—Chambers & Bright, Ltd., 204-206, Great Portland St., W.1. Euston 3085. 19404

HUMBER Super Snipe, de luxe saloon, first registered Dec. 1949, finished in black with brown leather upholstery, fitted heater and radio, genuine mileage 4,400, in perfect condition throughout. 19404

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 307. 19404

1949 Super Snipe de luxe saloon, one owner, quite as new, black, brown leather, 9,000 miles; £1,495.—University Motors, Ltd., Stratton House, Piccadilly, London, W.1. Grosvenor 4141. 19404

1948 (July) Humber Super Snipe sal., metallic grey, hide upholstery, loose covers, radio, in exceptional cond., 15,000 miles; £1,125.—Rickford, Ltd., 8, Upper St., Martin's Lane, W.C.2. Temple 5534. 19404

HUMBER Super Snipe limousine, fitted sliding glass division, 3-seater face forward occasional seats, immaculately maintained and looks like modern £1,200 limousine, late owner reluctantly forced to sell; comprehensive 3 months' written guarantee; hire-purchase, exchanges. 19404

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Boves Park 4144, 4297. 19404

1950 (Jan.) Humber Pullman 1932 24hp 7-passenger double enclosed limousine, black blue leather, winding partition, face forward occasional seats, carefully used, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hatfield (Hampstead Tube), Hampstead 6041. 19404

£1099!!!—Genuine post-war Humber 27hp Pullman 7-passenger limousine, first registered July, 1946; this car should in no way be related to an ex-Government re-registered vehicle extensively used up for the civilian market, but is a proper 1946 Pullman which has had one private owner since new, and in consequence the amount of use is immeasurably less than that of comparable models of the same year used for Hackney or similar purposes; finished in black and chrome with blue upholstery, this car is indeed difficult to fault, and its mechanical condition leaves nothing to be desired; with face forward occasional seats, glass division and 5 excellent tyres, this Humber represents the very finest value we have ever been able to offer in a post-war Pullman limousine. 19404

CAMDEN MOTORS for Humber limousines: 8 other Humber and 30 limousines in stock; write for our 18-page Stock List, post free; easy and confidential hire-purchase; immediate drive-away facilities; part exchanges; showrooms open till 8 p.m. Mon.-Sat.; see our full-page advert. in this issue. 19404

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. 19404

LIMOUSINE 1939 Double Enclosed, forward occasional seats, black, delightful condition, £695. 19404

LIMOUSINE 18hp/1937, partition, 7-seater, leather upholstery, privately owned, black, £535. 19404

LIMOUSINE 1948 Pullman Double Enclosed, 7-forward, genuine 13,000, spotless condition, black, selection from £1265. Seen.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. 19404

Humber Cars Wanted

C THE CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. 19404

R ROOTES Ltd., 19404

D DISTRIBUTORS

B REQUIRE modern low-mileage Humber cars. 19404

BIRMINGHAM—Lower Temple St. (Central 8411). 19404

M MANCHESTER.—129, Deansgate, (Blackfriars 6677). 19404

M MIDSTONE.—(Maidstone 3333). 19404

C ANTERBURY.—(Canterbury 3232). 19404

R ROCHESTER.—(Chatham 2231). 19404

W WROTHAM Heath.—(Borough Green 4). 19404

R ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. 19404

C ASH buyers of low mileage Humber Hawks. Distance no object.—Hattsons, Lord St., Southport. Tel. 2369. 19404

Humber Cars Wanted

R ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 19404

C ASH immediately for good Humber.—H. F. Edwards, 28, Upper High St., Epsom 9400. 19404

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St., Martin's Lane, W.C.2. Tel. 64. 19417

W ANTED immediately for cash, Humber Super Snipe 4x2, ex-W.D., staff cars, engine condition immaculate.—John Jordan, Sandy, Beds. Tel. 64. 19417

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. 19404

7-SEATERS Limousines, low mileage, 1947/1948, also 1935/24hp, and 27hp privately owned 1937/38/39, Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. 19404

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models, send full particulars. R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 44558. 19404

Humber Spares and Service

DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 55, Grant Rd., Addiscombe, Croydon, Surrey. 19404

JAGUAR

H ENLYS, Ltd., 19404

E NGLAND'S Largest Jaguar Distributors. 19404

S ELECTION of all models at attractive prices. 19404

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287). 19404

ENLYS House, 385, Euston Rd., N.W.1. (Euston 4444). 19404

DEPOSITS at:—

M ANCHESTER (Blackfriars 7343). 19404

B RISTOL (Bristol 21326). 19404

B OURNEMOUTH (Bournemouth 6314). 19404

N ORTHAMPTON (Northampton 907). 19404

C AMBERLEY (Camberley 77). 19404

S TREATHAM (Streatham 7751). 19404

S HOUNSLOW (Hounslow 3454). 19404

F INCHLEY (Finchley 0081). 19404

C REAT WEST RD. (Ealing 3447). Official Jaguar Service Station. 19404

CAMDEN TOWN SERVICE STATION (Gulliver 4141). 19404

H ENLYS Ltd., England's Leading Motor Agents. 19404

N EWNHAMS, Ltd. 19404

1946 1½-ltr. Jaguar saloon, wheel discs, black with brown leather, exceptional car. 19404

NEWNHAMS House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. 19404

CAR MART, Ltd. 19404

JAGUAR 3½-litre 1949 saloon, 12,000 miles; £1,325. 19404

JAGUAR 3½-litre 1946 saloon, 11,000 miles; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. 19404

B ROWNS for Jaguars. 19404

1939 Jaguar 1½-litre saloon de luxe, reconditioned engine, 20,000 miles; £435.—Brown's Garage, Loughton (Essex) 4119 (Tube). 19404

H AROLD RADFORD & Co., Ltd., 19404

1947 (February) Jaguar 3½-ltr. saloon, finished in black with brown leather upholstery, one owner, 4 new tyres, spare unused, heater and de-mister, 19,000 miles, in first-class condition throughout. 19404

1939 3½-ltr. Jaguar 100, finished in polychromatic grey with red leather upholstery, in very good condition. 19404

H AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). 19404

PHILIP RICKARDS, Ltd., offer:— 19404

1948 Jaguar 1½-litre saloon, special equipment, radio, discs, 9,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. 19404

WARWICK WRIGHT, Ltd., offer:— 19404

1949 Jaguar 3½-litre saloon, black, fawn cloth, 5,000 miles; £1,450. 19404

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. 19404

PAUL STREET GARAGE, Ltd., offer:— 19404

1947 1½-litre Jaguar saloon, finished in grey with red upholstery, fitted radio, low mileage, condition and appearance as new throughout; £865. TERMS arranged. 19404

PAUL STREET GARAGE, Ltd., 20, Paul St., London, E.C.2. Tel. Bishopsgate 6781-2-3-4 (nr. Liverpool St. Stn. or Moorgate Underground). 19404

COOMBS & SONS (GUILDFORD), Ltd., 19404

OFFER:— 19404

1947 Jaguar 1½-litre saloon, special equipment, Radiomobile, 12,000 miles, a really good car. WE welcome any inspection. 19404

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. 19404

CHARLES RICKARDS, Ltd., the house of standing and repute. 19404

1947 (June) 2½-litre Jaguar saloon, one owner, grey with red leather, fitted heater, radio, excellent condition; £900. 19404

56 Tube Station), Tel. Paddington 1820. 19404

1940 1½-litre Jaguar saloon, very fine condition throughout; £445.—Elgar 6690. 19404

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3366. 19404

1948 Jaguar 1½-litre saloon, grey, many extras, 8,000 miles; £1,050.—Erasme, Totton 3503. 19404

GORDON CARS (LONDON), Ltd., 1947 Jaguar 1½-litre saloon, grey, grey 1½-ltr., 10,000 miles, as new.—Below. 19404

GORDON CARS (LONDON), Ltd., 1939 model Jaguar 3½-litre saloon, 40,000 miles only, exceptional and above average.—Gordon Garage, 575, Euston Rd., N.W.1. Euston 6611. 19404

1938 Jaguar 100 2½-litre, excellent condition.—Potter, Ivy Cottage, Great Missenden, Bucks. Tel. 551. Week-ends only. 19404

1939 S.S. saloon, 2½-litre, green with green hide; £475.—Landsdowne Motors, 59, Plumstead Common Rd., S.E. 19404

1948 Jaguar 1½-litre special equipment saloon fitted Ace discs, cream and red, exceptionally smart appearance; bargain, £1,050. 19404

5000 1948 Jaguar 1½-litre special equipment saloon, grey, 15,000 miles, beautifully maintained, £1,050.—Robbins, East Putney. Tel. 4581. 19404

1947 (Nov.) Jaguar 3½-litre saloon, black and chrome, spotless, 10,000 miles, one owner, fitted radio (H.M.V.), heater, Fram filter, etc., etc., genuine car. 19404

WATSON AUTO SERVICES, Ltd., 205-219, Holland Park Ave., London, W.11. Tel. Park 5189. 19404

295 ans.—Jaguar 1937 2½-litre 4-door saloon, ivory, black, sliding head, dark blue leather, very good condition, taxed; terms, exchanges.—Rowland Smith, Hatfield (Hampstead Tube), Hampstead 6041. 19404

395 ans.—Jaguar 1939 model 2½-litre 4-door saloon, black, sliding head, red leather, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hatfield (Hampstead Tube), Hampstead 6041. 19404

S S. Jaguar 1½-litre sun-hine saloon, overhauls, tyres new, taxed year, bargain, £475, terms, exchanges. Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. 19404

31 -litre saloon, 1947, low mileage, black fawn upholstery, radio, spotless, £1,150. 19404

H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. 19404

1939 registered 1940, black 2½-litre Jaguar saloon, just overhauled, £1,150. 19404

1948 (Aug.) Jaguar 1½-litre saloon S.E. model in green, with green leather, 14,000 miles; £1,050.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. 912. 19404

WALTER SCOTT, Ltd.—1937 Jaguar 2½-litre saloon, black, works reconditioned engine, discs, condition £200 above average.—39, Colledge Crescent, Hampstead, N.W.1 (Sels Cottage Tube), Primrose 5914. 19404

£285 —1937 Jaguar 2½-litre saloon, fitted radio, bills for £75 recently spent mechanically; coachwork in magnificent condition throughout.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, 19404

1947 upholstery, splendid condition throughout, fitted radio and Ace discs, one owner; £825.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. 19404

1946 3½-litre Jaguar, gunmetal grey, pignin upholstery, radiomobile, heater, etc.; perfectly maintained by our own fitter; immaculate condition throughout; £895.—C. A. Sadler, Ltd., Langley, Nr. Birmingham. 19404

2½-litre Jaguar tourer, April, 1937, specimen example, under 4,000 miles since complete overhaul at a cost of £150, 0.1 consumption nil, 50 mph, body work perfect, new sidescraps and all-weather equipment, good tyres, fitted radio; price £390.—Box 413. 19404

£444 —1939 Jaguar 3½-litre saloon, 11,000 miles, amazing performance with reasonable economy, looks worth £1,000, compare favourably with 1947 product, speedometer reads 40,000, whole vehicle exceptional condition and absolute bargain; comprehensive 3 months' written guarantee; hire-purchase, exchanges. 19404

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Boves Park 4144, 4297. 19404

£395 !!!—Of special interest to sports enthusiasts; Jaguar 2½-litre special competition model 100, 1936, finished in metallic grey; apart from the normal features of this exclusive model, this particular Jaguar has been fitted with a special set of oversize competition tyres, and the late owner has kept a careful log of the estimated performances in each gear, culminating in a top gear performance of 94.5 mph at 1,500 revs, and whilst local conditions are unsuitable for us to test this data, it is believed that speeds approaching this figure could very well be attained; equipped with stoneguards, passenger grab rail, 6in instruments, 17-gallon rear fuel tank and other features so desirable to the real enthusiast, this magnificent model, which is fully guaranteed in writing, cannot fail to appeal to a searcher for a real specimen example. 19404

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. See our full-page advert. in this issue. 19404

Jaguar Cars Wanted

C THE CAR MART, Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. 19404

R ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 19404

MARSTON MOTOR CO., Ltd., for your Jaguar.—7, The Sta. 4003 Seven Sisters Rd., Tottenham, N.15. 19404

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Cars Wanted

HENLYS, Ltd.
ENGLAND'S Largest Jaguar Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
GREAT WEST ROAD (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
MANCHESTER, 1-5, Peter St. (Blackfriars 7843).
HENLYS Ltd., England's Leading Motor Agents. (0028)
COOMBS & SONS (GUILDFORD), Ltd. (0028)
URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62900.
GATEHOUSE MOTORS are regular buyers of good clean Jaguar cars.
GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. (1595)
1948 Jaguar 1½-litre saloon required.—Turnbull, Ross House, Station Hill, Winchester. (1739)
CASH buyers of low-mileage 1½-litre Jaguars; distance no object.—Hattons, Lord St., Southampton, Tel. 2268.
PRIVATE gent desires to purchase Jaguar saloon (not 1½), recent model.—H., 12, Bernersay Drive, Newcastle-on-Tyne.
TULSE HILL MOTORS, Ltd., are cash buyers for 1953 Jaguar cars.—26, Tulse Hill, S.W.2. Telephone Tulse Hill 7106. (9665)
R. INWARDS, Ltd., main dealers for West Midlands; are anxious to buy Jaguar cars.—High St., Rushlip 3053/4/5.
SAUL & SLATER, Ltd., 44-46, Aldermans Hill, N.13. Main dealers, urgently require modern Jaguar cars. Tel. Pal. Grn. 1205/7173. (1730)
URGENTLY wanted, good condition Jaguar cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. (2440)
URGENTLY required, low-mileage 1948-9 Jaguar 1½-litre saloon.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 812. (9680)
URGENTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0156-7-8. (1038)
CAMDEN MOTORS require to purchase Jaguar 1½, 2½, and 3½-litre saloons and drop heads in good clean condition, 1938-40 and post-war; write call or phone stating price required.
CAMDEN MOTORS, Ltd., the best Jaguar buyers, 3, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. (7921)

Jaguar Spares and Service

HENLYS, Ltd.
ENGLAND'S Largest Jaguar Service Station,
GREAT WEST ROAD, Brentford (Ealing 3477).
SPARES and replacement engines for all models.
AND at Manchester, Cheetham Hill Rd. Deansgate 6216/7.
QUICK completion of repairs. (0563)
SAUL & SLATER, Ltd., main dealers.
FULL stock of spares, Jaguar repair and maintenance.
SERVICE Station, Green Lanes, Palmers Green, N.13. Tel. Pal. Grn. 1205/7173. (1731)
LEERLESS MOTORS, Ltd., main dealers for Buckinghamshire, Leamington, replacement units and repair facilities.—Bath Rd., Slough, Tel. 22394. (0430)
R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. (0404)
WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. (4105)

J.B.M.

J.B.M. open 4-seater, vintage Leaf body, 3.62cc. Ford V8 engine and complete transmission, £10 tax, respayed, etc.—Bollam, Oaks Farm, Chalfey, near Loughborough. (1455)

JEEP

JEES
24-HOUR service, Britain's leading Jeep specialists; full range of spares in stock, rebuilt Jeeps; detachable van and utility bodies from £55; spares despatched same day.
EXPORT—Orders and enquiries invited by our export sales division.
MOTORCRAFT GARAGES, Station Approach, Gurnersbury, W.4. Chiswick 3013. (0214)
WILLIJS Jeep with new utility body.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (1662)

1945 Jeeps, all types, perfect Jeep trailers, spares, and accessories.—Davies & Groves, 1-5, Dorset Close, N.W.1. Padst. 8345. (Established over 100 years.) (2501)

JEES—Autowork, Ltd., of Winchester, England's largest stockists of Jeeps and trailers; tremendous quantities of new and used spares; literally everything in stock.—Tel. Winchester 4834. (1736)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump, etc.; new hood, spare wheel, brake linings, etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. (0035)

245 gns.—Jeep (Willys), reg. 1947, repainted black, hood and side-screens, spare wheel, good tyres, excellent condition; genuine Jeep trailers available; terms, exchanges; list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. (2225)

JEEP

METAMET offer unique Jeep conversions for motorists; all 12 models completely rebuilt, 6 months' guarantee, over 20 mpg; commercial registration optional.—100b, Belize Lane, N.W.3. (0527)

ROWLAND SMITH'S the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0944)

Jeep Spares and Service
AUTOWORK, Ltd., of Winchester, the largest Jeep stockists for all spares and service.—Tel. Winchester 4834. (1736)

METAMET for all Jeeps, spares; exchange unit service; expert Jeep repairs; to order spares 'phone Hamstead 2231.—100b, Belize Lane, N.W.3. (0539)

JEEP guide book to assembly; over 500 spare part illustrations; price 7/6; showing part numbers; Farmcraft, Ltd., for Jeeps, trailers, drop-on bodies, spares; best prices.—Write for catalogue and parts price list to: 37, Malden Rd., New Malden, Surrey. Tel. Mal. 5226. (2107)

100% Jeep specialists; the only make of vehicle we sell and service; spares our speciality; large orders quoted for ordinary spares service by return; commercial petrol conversions; Amphibious Jeeps; we give service.—Wick Autos, the Jeep People, 15, St. John's Rd., Hampton Wick, Kingston-on-Thames. (Tel. 4712.) (0366)

JOWETT

H. BENTLEY & PARTNERS.

JAVELIN and Jupiter main agents.

1949 saloon, in desert sand with red leather interior, 3,600 miles only. £375.
THIS car has been passed by our service department and is guaranteed by us for six months.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. (2139)

NEWNHAMS, Ltd.

1948 Jowett van, small mileage, carefully used; £440.
NEWNHAMS House, 235-79, Hammersmith Rd., London, W.6. Riverside 4646. (7380)

1949 Javelin de luxe saloon, golden sand, beige leather upholstery, heater, in first-class condition, specialist maintenance, 16,000 miles.
1948 Bradford van, reconditioned, almost as new, small mileage: £450.
GODFREYS, Ltd., The Jowett Specialists, 228-234, London Rd., Croydon, Cro. 3641. (1526)

1948 (Sept.) Jowett Javelin, buff finish, 16,000 miles; £285.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (2065)

GORDON CARS (LONDON), Ltd., 1949 Jowett Javelin saloon, fawn/red lthr., 11,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 5611. (1504)

COOTER & GREEN, Jowett main agents for Beckenham, Bromley and district; Javelin sales and service.—Eden Park Garage, Upper Elmers End, Beckenham, Kent. Tel. Beckenham 2565. (0502)

1949 Javelin de luxe saloon, all leather, black and beige, H.M.V. radio, 6,000 miles, quite as new; £1,025.—University Motors, Ltd., Stratton House, 80, Piccadilly, London, W.1. Grosvenor 4141. (2054)

95 gns.—Jowett 1929 7hp 4-door saloon, black, good tyres, very good condition; terms, exchanges; list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. (2230)

JOWETT Javelin, 1949, March, Golden Sand, brown leather interior, as new, 10,000 miles, extras, best H.M.V. radio, twin chrom. spotlights, etc.; £925 or near offer.—Major Parmenter, 147, City Way, Rochester, Tel. Chatham 4141. (1526)

£899 11½-March, 1949, Jowett Javelin de luxe maroon leather upholstery; (the upholstery was fitted at extra cost); the whole car has the appearance of being new and the mechanical condition leaves nothing to be desired, having been meticulously maintained and regularly serviced by Jowett main agents; although the car is just over 12 months old the very nominal mileage makes this a most desirable opportunity to obtain one of these very popular cars at £45 less than the original at price in condition almost as brand new. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. (2231)

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 400 fully guaranteed used cars in stock. Write for our 18-page Stock List. (1917)

Jowett Cars Wanted

H. BENTLEY & PARTNERS.
WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. (3990)

THE CAR MART, Ltd., wish to purchase Jowett cars.—150, Park Lane, W.1. Grosvenor 3434. (0715)

ROWLAND SMITH'S the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0945)

WANTED, Jowett 8hp 1937-9, private preferred.—J. J. Ballam, 26, Hurst Avenue, Horsham, Sx. 1973

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 miles). (3130)

Jeep Spares and Service
NEWNHAMS, Ltd.

JAVELIN and Bradford main agents, spares and service specialists.—Newnhams House, 235-9, Hammersmith Rd., W.6. Riv 4646. (0415)

CROYDON.—Godfreys, Ltd., for full Jowett service and comprehensive range of spares. 228-234, London Rd., Croydon, Cro. 3641.

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Wellbeck 7988.) (9247)

Jowett Spares and Service

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1909.

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. Agents for stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2467. 2629, 308, Erith Rd., Bexleyheath. (0571)

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. (6618)

A. sex. Tel. Kingston 0710. The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service. (0759)

LAGONDA

BROOKLANDS, LAGONDA Distributors for London.

1940 series 12-cylinder short-chassis special 4-carburetor engined drop head 4-seater coupe by James Young; this car is at the moment being completely reconditioned by Lagonda, Ltd., and will be available in a week's time, when it will be as new.

DETAILS and catalogues available for new models.
103, New Bond St., W.1. Tel. Mayfair 8351/6. (1517)

CONTINENTAL CARS, Ltd.

LAGONDA 1935 series 4½-litre pillarless saloon; £295.
PORTSMOUTH Rd., Send, Surrey. Tel. Ripley 5122-3.
DICKS CAR SALES offer:—

1935 Lagonda 10hp sports tourer, very fast; £345.
1935 Lagonda 10hp sports 2-seater, very attractive car; £295.
1935 Lagonda 4½-litre drop head coupe, body by Freestone & Webb, numerous extras; £495.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Malda Vale 6888-9. (9939)

GUY SALMON AUTOMOBILES.

HAVE on view the superb new Lagonda saloon and coupe, reasonable delivery; may we quote you on your present car?—Portsmouth Rd., Thames Ditton, Emmerbrook 4343 4227 and 4373.

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (0264)
CLAND & TABOR, Ltd., offer:—

1940 Lagonda V.12 foursome d/h coupe, low mileage, overhauled throughout, available in about 5 weeks; £1,250.
APPLY North Road Garage, Welwyn. Tel. Welwyn 481. (1538)

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, adver. No. 1602.

1936 4½-litre Lagonda pillarless saloon, mileage 45,000, exceptional condition; £550.—Wilson, Stonefield Cottage, Newcastle Rd., Stone, Staffs. (1267)

LAGONDA 4½-litre 30hp open sports 4-seater L tourer, grey, black leather, makers' engine overhaul, excellent coachwork, chrome, side curtains, hood, new tonneau, hood, covers, new tyres, doctor's second car; £395. Parts.—Bentley & Partners. (1387)

1936 4½-litre Lagonda sports four-door £585 saloon, fitted with radio, brand new tyres, ride control, colour grey with grey hide upholstery, car in immaculate condition throughout, and capable of 95 mph with superb road holding and brakes.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembroke Mews, Bayswater, W.11. Bayswater 3931. (1360)
After 6, Tulse Hill 4755.

LAGONDA 4½-litre 1935 coupe, blue coachwork, maroon upholstery, in excellent condition and mechanically perfect, over £500 spent in 1946, mileage 58,000, full petrol from December, reluctantly for sale at £550.—Write or Tel. Bastin, Woodridge, Haywards Road, Haywards Heath, Sussex. (1371)

395 gns.—Lagonda Rapid 1935 (reg. 1936) 4½-litre pillarless sports saloon, black, sliding head, brown leather, new Dunlop tyres, wind-tone horns, excellent condition; terms, exchanges; list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. (2231)

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda d/h), offer 1938 12-cyl drop head coupe (body Thrupp & Maberly); 1937 L.G. 45 drop head coupe; 1937 Rapid tourer; 1933 16/20 tourer; 1932 4-litre Continental tourer; 1931 3-litre Lagonda—273, London Rd., Staines, Tel. 3457-8 or (private) Walton 1562. (0287)

Lagonda Cars Wanted

CASH immediately for good Lagonda.—H. F. Edwards, 28, Upper High St., Epsom 5405. (1625)

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0946)

LAGONDA cars.—A limited number of home-made orders now acceptable; used models always in stock.—Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). (0258)

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. (0908)

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), are concentrating on the servicing and rejuvenation of pre-war Lagonda cars; we have reconditioned the ride of all pre-independent models; details upon request.—273, London Rd., Staines, Tel. 3457-8 or (private) Walton 1562.

WE are open on Saturday mornings when prospective customers will be welcomed at the works. (0217)

LAMMAS GRAM

CLAND & TABOR, Ltd., offer:—
1938 Lammas Graham d/h coupe, body by Charlton Carriage, late property of the managing director of Lammas Graham cars, works maintained throughout, 5-9mph in top gear with exceptional economy; £550.
APPLY North Road Garage, Welwyn. Tel. Welwyn 481. (1540)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCHESTER

CAR MART, Ltd.

LONDON distributors.

LANCHESTER 14, 1938 Roadrider saloon, 6 months' guarantee, £595. Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor Rd. 2593 (1930)

GUY SALMON AUTOMOBILES offer:

1940 (model) Lanchester 20 sports saloon, completely refitted at a cost of over £200, an outstanding quality pre-war car with £10 tax. £595.—Portsmouth Rd., Thames Ditton, Esherbrook 4343.

1938 Lanchester 14hp saloon, £350 or 30 monthly instalments of £14/2/4.—Cooden Eng. Co., Bexhill, Tel. Cooden 600. (1418)

LONDON CARS offer: 1937 14hp saloon £279; 1936 12hp saloon, £248; 1934 (registered 1950) 10hp saloon, £179; all in excellent order. (12032)

LONDON CARS, 592-6, Greenford Rd., Greenford, L. Middx. Wavlo 2643.

1939 Lanchester 14hp Roadrider de luxe saloon, 32,000 miles only, taxed December, one owner, £495.—Pal. 1605, or Box 4164.

£95.—Lanchester 14hp de luxe saloon, 1932, 3 months' written guarantee; £95.—Stuart Wilson, 353, Finchley Rd., N.W.3. Hampstead 5712 and 5713.

265 gns.—Lanchester 11, 1937 de luxe 4-door saloon, black, sliding head, brown leather, pre-war, very good condition; terms, exchanges.—Rowland Smith, Below.

425 gns.—Lanchester Roadrider, 1939 model, 14hp de luxe 4-door saloon, maroon and black, sliding head, maroon leather, pre-selector, excellent condition; terms, exchanges; list: Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube) Hampstead 6041.

LANCHESTER 14hp saloon de luxe, 1939 model (independent front-wheel springing), black with brown leather, one owner, low mileage, first-class condition; £595.—Stratstone, 40, Berkeley St., W.1 (Mayfair 4404).

Lanchester Cars Wanted

CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434.

CASH immediately for good Lanchester.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (1613)

ROWLAND SMITH'S the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Lanchester 10s: distance no object.—Hattens, Lord St., Southport. (10947)

BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tel. 3588. (1711)

LONDON CARS require several good 10-14hp pre-war Lanchesters.—Full particulars to 592-6, Greenford Rd., Greenford, Middx. Wavlo 2643. (18356)

Lanchester Spares and Service

ARCOT MOTORS, Ltd.—Pre-selector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (10237)

CRUICKSHANK, Donald Vince & Co., Ltd., Daimler and demster Rd., Croydon 5775. (10689)

KEVILL DAVIES & MARCH offer:

1939 Lancia Aprilia, in first-class condition throughout, colour gunmetal, blue upholstery. £42, Hays Mews, Berkeley Sq., W.1. Grosvenor 4125. (1945)

1938 Lancia Aprilia de luxe, very attractive; £518. Middx. Wavlo 2643. (2072)

1937 Lancia Aprilia saloon replacement engine, fine order. Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (1689)

1939 Lancia Aprilia saloon, carefully maintained by enthusiast, specimen car throughout.—Auto-work Ltd., Winchester. Tel. Winchester 4834. (1735)

JOHN S. TRUSCOTT, Ltd., usually have Lancia Aprilia cars; only first-class examples are offered; full details on request.—173, Westbourne Grove W.11 Bays. 4274. (1745)

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20 Tel. Hillside 2593. (10743)

JOHN S. TRUSCOTT, Ltd., urgently require first-class Lancia Aprilia.—173, Westbourne Grove, W.11 Bays. 4274. (1751)

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilia.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. (10504)

LANCIA Aprilia latest models wanted.—A. 10504 man. Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 274/5. (10077)

LANCIA (ENGLAND), Ltd., Silling Rd., Alporton, Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamo, starters, etc., etc.

LEA-FRANCIS

7000 miles.—1949 (April) Lea-Francis sports roadster, maroon.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (1899)

1948 Lea-Francis saloon, black, red hide upholstery, heater, radio, sliding roof; other extras, 19,000 miles, very carefully maintained; £975.—Leggate, Ashleworth, Gloucester. (1998)

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lanchester owners. (1899)

SHOWROOMS: 18, Berkeley St., W.1 May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Spares, 12, Wellesley Ave., W.6 Riv 1415

12, Wellesley Ave., W.6 Riv 1415

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12, Wellesley Ave., W.6 Riv 1415

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturer.—Head Office and Works, Much Park St., Coventry, Tel. 603-5-6. (10392)

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex. (1899)

SHOWROOMS: 18, Berkeley St., W.1 May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6 Riv. 1415.

CLAND & TABOR, Ltd., offer:—

1938 Lincoln-Zephyr saloon, fitted radio, all new tyres, moderate mileage, superb condition; £265. 481 North Road Garage, Welwyn. Tel. Welwyn 1536

FOR sale, 1937 Lincoln-Zephyr, immaculate, recent £160 overhaul, not used since; £275.—Thomas South St. Wells. (19554)

1949 Lloyd 650 4-str roadster, gunmetal, 5,300 miles, excellent condition; £450 or offer.—E. 2, Broad, 8, Elm Court, Albert Rd., Watford. Tel. Watford 6742 (business hours). (1977)

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert No. 1602.

MERCEDES drop-head coupe, fitted Leyland diesel 2,700 cc. £10 tax, low fuel consumption.—Apply Box 3972. (19544)

CHIPSTEAD MOTORS, Ltd., will always purchase good Lanchester cars.—The Car Mart Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. (18758)

MERCEDES-BENZ (GT. BRITAIN), Ltd.

1938 Type 230 20hp saloon, black with grey leather upholstery, right-hand steering, no mileage since completely and thoroughly overhauled, all new tyres, complete petrol ration; offers.—Victor 8715. (19354)

LATE 1939 Mercedes-Benz model 320, full 5-seater drop head cabriolet, 25.3hp, small mileage, Continental steering; £595; exchange.—Peter, "Glebe-lands," St. Michaels, Liverpool, 17, Tel. Lar. 1007. (2271)

1938 model; Mercedes-Benz roadster, in exceptional condition, two-tone red, model 170, considered.—Kingston Garage, Springhead, Anlaby, nr Hull. (3580)

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. (18530)

S. M. offer:—

1939 M.G. 12hp 1½-litre open four-seater, colour black with red leather upholstery, this car is in superb mechanical condition and has been maintained throughout in first-class order. STAR MOTORS, Shepherds Hill, Reading. Sonning 2345/6. (19714)

BROWN'S for M.G.s.

1946 M.G. T.C. sports 2-seater, low mileage, immaculate condition; £535.—Brown's Garage, Loughton (Essex) 4119 (Tubes). (17861)

OVERSEAS CARS, Ltd.

1949 1½-litre M.G. saloon, black/red leather; £995. OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (19992)

TOULMIN MOTORS offer:—

1936 N. Magnette 2-4-seater with 1.6 engine unit, £345. (1228)

1936 N.A. Magnette, we consider this to be best Toulmin sports car, The Roundabout, Haarworth, Middx. Tel. Molesey 683. (1228)

WOODBAIN CARS offer:—

£230.—M.G. Magnette 12hp N-type sports 2-seater, exceptionally good engine. (1228)

£225.—M.G. Magnette 12hp open sports N-type 4-seater, a very fine car, examination well-comed, Stonegards, etc. (1228)

£175.—M.G. 8hp J2 open sports 2-seater, black, excellent hood, fast and economical. (1228)

£120.—M.G. 8hp open sports 2-seater, fitted slab tank, fold-flat screen, long swept 2-type wings, a most unusual and pretty little car. (1228)

WOODBAIN CARS, M.G. Specialists, 6, Eaton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 6355. (1640)

CYRIL SHEPPARD offers:—

1939 M.G. 1½-litre open four-seater in M.G. blue, new hood and curtains with blue leather and mats, outstanding condition and performance; £495; three months' guarantee, exchanges, finances, etc.—Basingstoke Rd., Riseley, Berks. Reading 83147. (2188)

DICKS CAR SALES offer:—

1939 M.G. 1½-litre drop head foursome coupe, just overhauled; £495. (1951)

1938 M.G. 2-litre sports saloon, most attractive car in red and silver; £395. (1951)

1937 M.G. 10hp sports 2-seater, recent engine overhaul; £325. (1951)

1936 M.G. 8hp sports 2-seater, fitted many extras; £295. (1951)

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, W.8. Maids Vale 6888-9. (1951)

WALTER SCOTT, Ltd., offer:—

1937 M.G. 2-litre sports saloon, black, excellent condition throughout; £375.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube) Primrose 5914. (19784)

M.G. T.C. '47, as new; £575.—Edginton, 37, High St., Peckham, Rd. 2398, Rav. 3565. (1666)

M.G. T.C. '47, as new; £575.—Edginton, 37, High St., Peckham, Rd. 2398, Rav. 3565. (1666)

M.G. T.C. '47, as new; £575.—Edginton, 37, High St., Peckham, Rd. 2398, Rav. 3565. (1666)

M.G. T.C. '47, as new; £575.—Edginton, 37, High St., Peckham, Rd. 2398, Rav. 3565. (1666)

MAGNIFICENT M.G. 2-litre coupe, 1937 model; £500 rebuild 1948, £395.—Tel. Lab. 2300. (12154)

1948 M.G. 1½-litre saloon, green, 7,000 miles; £595.—Erskine, Totton 3505. (2005)

BEARDS, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 5548.

£110.—M.G. 12hp 1932 Sparten 2-seater, mechanically sound.—Tel. Rav. 4171, after 6 p.m. (1826)

1946 M.G. T.C., 8,000 miles, first-class condition; £525.—Ring, Painter, Primrose 3779. (2015)

1938 M.G. 1½-litre tourer, black; £325.—Ward's of Putney, 72, West Hill, S.W.15. Putney 7422. (19575)

£185.—1935 M.G. J.2 sports 2-seater, red, clean condition, excellent runner, good tyres; bargain. (19575)

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. (12206)

1934 J2, valance-type wings, new hood and side curtains, good car; terms and exchanges; £225. (12206)

ELITE MOTORS, 951-61, Garratt Lane, Tooting, E.S.W.17. Tel. Balham 2474 (four lines). (1922)

1946 M.G. T.C. Midget 2-seater, black, red leather, 18,000 miles; £485.—Grove Motors, North Rd., Southall 3477. (18884)

1946 T.C. 2-seater, black, many extras, £550; 1949 T.C. black, red, one owner, quite as new, 6,000 miles; £425.—Below. (1949)

1940 M.G. T.C. black, beige, one owner, first registered.—Below. (1949)

1942 radio, as new throughout, 40,000 miles, registered.—Below. (1949)

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, London, W.1. Grosvenor 4141. (12054)

£285.—1935 M.G. T.A. sports 2-seater, red, clean throughout, excellent runner, recent overhauling, good tyres; bargain. (1949)

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. (12199)

M.G. Magnette 2-seater N.A., perfect running order; £165; exchange saloon, preferably Riley.—3, Windermere Road, Tottenham, Staffs. (12013)

£385.—M.G. T.C. type, 1939, open sports 2-seater, in really excellent original condition, superb performance, immaculate; many others. (12013)

BENMOTORS, 1, Clarendon Rd., Holland Park, Park Lane, S.W.7. Mon. to Sat. 9-6. (50 yds Holland Park Tube). (1949)

£375.—M.G. 2-litre sports saloon, reg. Dec. 1938, black, red hide interior, clean condition, reconditioned engine, good tyres; bargain. (1949)

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. (12203)

1½-litre green M.G. saloon, reg. Sept. 1947, exceptional condition, 29,000 miles; £815.—Taylor, 72, Heath Rd., Twickenham. Pops Grove 5404. (2011)

£565.—1947 M.G. T.C. 2-str., black and red, spotless condition; terms, exchanges; large months' guarantee; free demonstration within 100 miles. (1949)

MAKIN & HARRISON, 492-6, Chiswick High Rd., W.4. Chiswick 0558-2619-6351. (1873)

1948 duo-greens, radio, defroster, taxed as new; £900 or nearest.—Ralph, 5, Arthur St., Camlidge. (1949)

1946 M.G. T.C. model, black, fawn leather, 15,000 miles, ex. cond.—Tidford, Tel. Upper St. Martin's Lane, W.C.2. Temple Bar 5358. (1451)

1½-litre M.G. sports saloon, first registered 23/4/48, finished in black with red leather upholstery, 10,000 miles, one owner and in perfect condition throughout. (1451)

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. (1873)

1946 M.G. T.C. 2-seater, black, red leather, 8,000 miles, twin wind-tone horns, immaculate; £535.—Automa, Ltd., 229, West End Lane, London. Hampstead 3430. (2123)

1947 M.G. T.C. two-seater, black with beige guarantee, tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. (1949)

595 gns.—M.G. Midget, 1947, 11hp T.C. 2-seater, black, fawn leather, very small mileage, spare unused, exceptional condition; taxed, terms, exchanges.—Rowland Smith, Below. (12206)

525 gns.—M.G. Midget, July, 1946, 11hp T.C. 2-seater, black, fawn leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, Below. (12206)

295 gns.—M.G. Midget, 1936, 9hp P.B. 2-seater, black, red leather, good tyres, very good condition; terms, exchanges.—Rowland Smith, Below. (12206)

295 gns.—M.G. Magnette, July, 1936, 12hp N type sports 4-seater, black blue leather, very good condition; terms, exchanges.—Rowland Smith, Below. (12206)

145 gns.—M.G. Magnette, 1936, 12hp L type sports 4-seater, blue, good tyres, very good condition; terms, exchanges.—Rowland Smith, Below. (12206)

175 gns.—M.G. Midget, 1935, 9hp J2 2-seater, maroon, competition tyres, very good condition; terms, exchanges.—Rowland Smith, Below. (12206)

145 gns.—M.G. Midget, Dec. 1932, 8hp sports 2-seater, red, good tyres, excellent condition; terms, exchanges.—Rowland Smith, Below. (12206)

495 gns.—M.G. June, 1939, 2.6-litre foursome drop head coupe, black, fawn leather, twin wind-tone horns, good tyres, spare unused, carefully used, excellent condition; choice of 20 M.G.s; terms, exchanges; list: open 9-7 week-days and Saturdays.—W.1. Langham 5635 and 3584. (Hampstead Tube), Hampstead 6041. (1857)

1938 M.G. 2-litre black drop head foursome coupe, in splendid all-round condition; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 5635 and 3584. (1857)

CHOICE of two 1949 M.G. T.C. models, black and red, under three thousand miles, all red under 6,000 miles, both cars in immaculate condition and bear full guarantee for three months. (1857)

A. SAUNDERS, Ltd., Radlett, Herts. Tel. Radlett 6167 & 5849. (1479)

1937 (Sept.) M.G. 1½-litre open tourer black four-seater, carefully driven engine, petrol, licensed, several extras, mileage 25,000 annually, re-sprayed, new battery; nearest to £400.—Vosper, Old Ave., Salts. (1857)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1939 M.G. 2-litre B.A.C. saloon; 2,000 miles since complete overhaul and new engine fitted by makers; perfect condition throughout; 2 new tyres; nearest £325.—Tel. Cun. 0259. (1397)
1934 8hp M.G. fitted reconditioned engine 600 miles ago; especially perfect, brand new tyres, side-rear, axle battery, chassis and bodywork sound, 40 mpg and fast; £170.—Write Box 4192. (2266)
£330—1951 model 1.1A type M.G., engine re-sleeved, crankshaft reground, new tyres, side-rear, taxed and insured; excellent condition.—Conson, Westbury Avenue, Bury St. Edmunds. (1396)
M 1½-litre saloon, finished dual green, 16,000 miles; exceptional condition in every way; £845; trade and part exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulise Hill 4488. (2086)

1947 M.G. two-seater, T.C. type, black, beige leather, one owner, 15,000 miles, an immaculate car, full petrol 12 months if licensed May; £365.—Stanley Godfrey & Co., Onslow St., Guildford, Tel. 2212. (1474)

MAYFAIR GARAGES, Ltd.—1937 8 T.A. sports, 2-seater, black, blue leather, good tyres, 2 spare wheels, numerous extras including Masterdion, luggage carrier, spot lamps, etc., outstanding condition throughout; 3 months' guarantee; £350. (1474)
MAYFAIR GARAGES, Ltd.—Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104.5. (2212)

£300—1937 T.A. 10hp 2-seater, black, red leather upholstery; exceptional condition; 6,000 miles since comprehensive overhaul of chassis and engine.—Full details from S. R. V. Pixley, Hill View Cottage, Bagshot Rd., Basingstoke, Hants. (1274)
1949 M.G. 1½-litre saloon, maroon, red leather upholstery, sliding head, hydraulic jacks, taxed, in unquestionable condition throughout, any examination welcomed; £385.—Miles & Co., 29, 31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. (1172)

SCARCE model, 1939 July M.G. 1½-litre saloon, suede green and chromium, grey leather, fitted radio, outstanding and immaculate appearance, delightful performance, thoroughly recommended and offered with written guarantee at £499; exchanges, terms.—H. F. Edwards, 1st, Gt. Titchard Rd., W.1. Lancham 0012. (1608)

NAYLOR & ROOT, Ltd. 1947 M.G. T.C. 2-seater, black red hide upholstery, 11,000 miles, many extras, perfect condition throughout; £575; three months' guarantee; choice of 250 quality cars, demonstrations free with 100 miles, terms available.—25, East Hill, Clapham June, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. (1693)

M.G. Cars Wanted

C THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1 Euston 1212. (0966)

R ROWLAND SMITH'S, the M.G. buyers.—Hamstead High St. (Hamstead Tube) Ham. 6041. (0948)
S LOCUMBES OF NEASDEN.

LOCUMBES—Good clean M.G.s. wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2086. (7643)

PRE-WAR MG in outstanding condition required by Anglor, 140, Golders Green Rd., London, N.W.11. (0531)

M.G. 1½-litre saloon, 1938-40, in good condition required.—Reeves Motors, Grand Parade Forty Lane, Wembley Arnold 5004. (9152)

URGENTLY required low mileage 1947-9 M.G. 1½ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 912 (9678)
MAYFAIR GARAGES, Ltd.—Balderton St. opposite Selfridge's, W.1. Mayfair 3104. Particularly want J's, P's and T's for cash. "Phone or write for buyer to call." (7447)

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s. and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (5661)

M.G. Spares and Service

W JACOBS & SON.
WE specialise in spares and repairs for all models of M.G. cars.
W JACOBS & SON, Mill Garage, Chiswick Rd., South Woodford, E.18 Wansted 0668. (0486)

THE sole London distributors for M.G. cars.
UNIVERSITY MOTORS, Ltd. 7, Hertford St., London, W.1. Tel. Grosvenor 4141. (0500)

FOR M.G. mudguards, running boards 1935-46.—Brooks, 85, Queens Rd., Brighton. (0395)

M.G. spares, prompt and courteous service; new J2 crankshafts in stock; see under P. & A. column.—Derrington, 159, London Rd., Kingston 5621-2. (5182)

M.G. we recondition engines, gear boxes, axles, etc.; exchange second, blocks, crankshafts, rods, camshafts, etc.; new and recond, rockers, bushes and shafts, service dynamos, starters and carburetors, gaskets, tyres, batteries supplied; M.G. spares and cars purchased.—A. E. Witha, 11, Queen's Garage, Queens' Rd., Wimbledon, S.W.19 (Wimbledon Station), Liberty 3083. (0433)

TOLMIN MOTORS specialise in M.G. and M.G. cars only, repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guide pins and push rods; full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Tolmin Motors, The Roundabout, Haverhill, Middlesex, Tel. Molesey 685. (3049)

MORGAN

MORGAN 4.4 2-seater sports, excellent hood and side-rear, first-class ohv engine, 6 months' petrol, £240.—Add 1440 after 6 p.m. (1440)

BEVERLEY MOTORS will shortly have completed special 2-seater 4.4 Morgan for our customers' inspection and criticism, or plain ride remarks.—Beverley Motors, Proprietor, 11, Mann, Coombe Rd., New Malden, Tel. Malden 4403. (3325)

1939 Morgan 4.4 super sports 2-seater in beautiful condition, specially prepared for sports car racing, has lapped Goodwood circuit at an average of 56.2mph and has officially clocked 78.6mph, a really outstanding little car; £425.—Peter Banlock Car Sales, 37-39, King St., Parade, Twickenham, Popesrover 7445. (2112)

Morgan Cars Wanted

R ROWLAND SMITH'S the Morgan buyers.—Hamstead High St. (Hamstead Tube) Ham. 6041. (0949)
M MORGAN 4.4 d.h. coupe two-seater wanted, 1938 or later; private cash.—Box 4172. (2041)

CASH immediately for good Morgan.—H. F. Edwards, 28, Upper High St., Epsom 9400. (1626)
R AYMOND WAY, the hire purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (5661)

Morgan Spares and Service

MORGAN 4.4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Lancham 7733. (0514)
M MORGAN—All available spares in stock.—H. F. Douglas Morgan, Specialist, 1A, South Ealing Rd., Ealing, W.5. Eal. 0570. (0728)

MORRIS MINOR

C CAR MART, Ltd.
M MORRIS MINOR, 1949 saloon, 11,000 miles; £745.—Car Mart, Ltd., 320 Euston Rd., N.W.1 Euston 1212. (9802)

P PHILIP RICKARDS, Ltd., offer:—
1949 Morris Minor saloon, 8,000 miles, green/beige, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (1569)
£695—1949 Morris Minor saloon, black, beige upholstery, 7,000 miles; terms, exchanges; three months' guarantee; free demonstration within 100 miles. (1569)

MAKIN & HARRISON, 492-6, Chiswick High Rd., Chiswick 0558-2619-6331. (1874)
MORRIS MINOR saloon, ohv, 1930, sound condition, reconditioned, taxed and insured; £90 or near, seen week-ends and evenings.—31, Oakleigh Way, Weybridge, Surrey. (1955)

1949 Morris Minor saloon, black, low mileage, carefully maintained; £675; part exchange considered.—T. K. Shipside, 237, Forest Rd., Loughborough, Leics. (2277)

1949 Minor saloon, black/beige upholstery, 8,000 miles, quite faultless condition; £735.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (2100)

Morris Minor Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1 Euston 1212. (0966)
WANTED, post-war Morris Minor with low mileage, for cash.—Payne, 92, Midland Rd., Bedford. (2278)

MORRIS EIGHT

C CAR MART, Ltd.
M MORRIS 8 1948, 4-door saloon, 10,000 miles; £650.—Car Mart, Ltd., 320 Euston Rd., N.W.1 Euston 1212. (9803)

NEWNHAMS, Ltd.
1948 Morris 8 4-door saloon; black with brown; low mileage. £575.—235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (8035)

J ARVIS & SONS, Ltd., offer:—
1946 Series E, 2-door, factory replacement engine just fitted, faultless car; £495.
CHOICE of another 1946 de luxe; £495. (2168)

ALSO choice of 3 1947 (Nov.) 4-door saloons, from £575.—Morris House, Morden Rd., S.W.19. Liberty 4656. (2168)

G (P. BALHAM), Ltd., offer:—
155 gns.—1936 (November) Morris 8 saloon, excellent condition, any trial.
P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube), Batt. 3117. (1002)

A. SAUNDERS, Ltd., offer:—
1948 Morris 8 4-door saloon; £595.
1947 Morris 8 4-door saloon, sunshine roof, discs; £565. (1637)

H. A. SAUNDERS, Ltd., Austin House, High Rd., Finchley 100 yds north of Tally Ho! Corner, Hillside 0029. (1637)

JAMES SIMPSON (SALES), offer:—
1938 Morris 8 saloon, excellent mechanical condition, bodywork unmarked, interior as new; £295. (1904)

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, J. Brompton Rd. S.W.3. Ken. 9464. (1904)
LLAN TAYLOR MOTORS, Ltd., offer:—
1939 Morris 8 saloon; £355. (1961)

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 6431. (1961)
1938 Morris 8 two-door de luxe saloon, completely reconditioned; £355.—Robbins, East Putney Car 4581. (1912)

1939 Morris 8 4-door saloon, one owner since new; £295.—Johnston's Service Garage, 1a, Maida Vale Avenue, N.1. Canonbury 6666-7-8. (1888)

1948 Morris 8hp saloon, one owner, 5,000 miles; £575.—John W. Whalley, London Rd., Bishop's Stortford, Tel. 181 and 182. (1918)

1938 Morris 8 4-door saloon, in the course of being reconditioned; £225.—Johnston's Service Garage, 1a, Maida Vale Avenue, N.1. Canonbury 6666-7-8. (1887)

1948 Morris 8 4-door saloon, speedo., 12,000, black; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. (8766)

1939 Morris 8 saloon in very good condition throughout, bargain; £325.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (6505)

1946-7 (Dec.) Morris 8 2-door saloon, 10,000 miles; £525.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. (8766)

1947 Morris 8 4-door saloon, black, brown leather, 19,000 miles, excellent condition; £550.—Blue Star Garages Ltd., 617, Finchley Rd., N.W.3. Bayswater 2255. (1967)
1939-40 Morris 8 series E 4-seater, rep. engine, transmission, battery, etc., 2,000 miles ago; 275 gns.—70, Hillcroft Crescent, Oakley, Herts. Watford 6795. (1971)

MORRIS EIGHT

£125—Morris 8 special 2½-seater tourer, modern rebuilt body, new hood and screen, exceptionally clean, in maroon and black, good runner, good tyres. (1875)

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hamstead 6490. (4292)
1948 Morris 8 4-door saloon, colour black, 4,000 miles only, almost unmarked; £295.—Jack Rowsell, Ltd., Watlington, Surrey, Watlington 6677-8. (8159)

£335—Morris 8 1939 saloon, one owner, immaculate, late throughout (choice of two others); terms, exchanges; three months' guarantee; free demonstration within 100 miles. (1875)

MAKIN & HARRISON, 492-6, Chiswick High Rd., W.6. Chiswick 0558-2619-6331. (1874)
1947 (November) Morris 8 2-door saloon, black, brown leather, loose covers, 8,800 miles, beautiful condition; £550.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. (1966)

1938 Morris 8hp 2-seater tourer, special headlamps and steering wheel, new tyres, one owner, taxed and insured to 31/12/50; price £230.—41, Earlsfield Rd., S.W.18. Battersea 2731. (1458)

425 gns.—Morris 8, May, 1946, 2-door saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges; 10 open 9-7 week-day and Saturdays.—Rowland Smith, Hamstead, (Hamstead Tube) Hamstead 6041. (2233)

WALTER SCOTT, Ltd.—1948 (August) Morris 8hp 4-door saloon, green, brown leather, one owner, 11,000 miles, many extras, absolutely as new; £585; terms, exchanges.—39, College Crescent, Hamstead, N.W.3 (Swiss Cottage Tube) Primrose 5914. (1967)

1948 owner, beautifully kept car, superb coachwork, immaculate hide upholstery, performance, appearance beyond criticism, 555 gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hamstead 0087-9-9. (2162)

£575—Genuine opportunity! Morris 8hp saloon, 1948, full 1948 model, beautifully finished black cellulose, with spottish brown leather upholstery; late property of careful lady owner, this car has every indication of meticulous care in service and maintenance, having been sparingly used with a very nominal mileage; a really immaculate car throughout. (1967)

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds, Tel. 2361 and 315, over 100 fully guaranteed used cars in stock; write for our 16-page stock list; free delivery of any car anywhere in the United Kingdom; easy and confidential hire purchase; tax and insurance on the spot enable you to drive away at once; part-exchange on any car; fares refunded to purchasers from any part of the country; showrooms open 'till 8 p.m. Mon.-Sat.; see our full-page advert. in this issue and study our special petrol tax refund offer. (1909)

Morris Eight Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434. (1967)

CASH buyers of low-mileage Morris 8s; distance no object.—Huttons, Lord St., Southport Tel. 2268. (0796)

ROWLAND SMITH'S, the Morris 8 buyers.—Hamstead High St. (Hamstead Tube) Ham. 6041. (0976)

MORRIS 8s wanted for cash, immediately.—King's Autos, 125-127, High Rd., Seven Kings, Essex, Tel. Seven Kings 5536-7. (1530)

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (5662)

MORRIS TEN

JARVIS & SONS, Ltd., offer:—
1948 Series M, black with brown leather, 8,000 miles, Pyle radio, one owner on half-rate tax, taxed to 31/12/50. (1219)

ALSO another as above, less radio, 6,000 miles; £765. A.—Morris House, Morden Rd., S.W.19. Liberty 4656. (2169)

1948 Morris 10 de luxe saloon, low mileage; £725. (1967)

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (1677)
CATHOUSE offer 1939 Morris 10 saloon, in immaculate condition; £350. (1593)

CATEHOUSE MOTORS, Ltd., Highgate Village, W. London, N.6. Mountview 444. (1593)
1947 Morris 10 saloon, one owner, superb condition; £625.—Below. (1695)

1939 Morris 10 saloon, very nice order; £375.—Smith & Hunter, 576, Kensington High St., W.8. Western 2312. (1695)

1946 (September) Morris 10 4-door saloon, in exceptional condition throughout.—Vandfield Place, L. Harries St., W.10. Ladbroke 2951-4. (1959)

1947 Morris 10 saloon, black and brown leather, low mileage, excellent condition throughout; £595. (1961)

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. London 4441. (16484)
MORRIS 10hp 1939 for sale, reconditioned engine (1949, Jan.); good condition; wireless, etc. £325.—Box 377. (18547)

1937 Morris 10, 57,000 miles, 31 m.p.g. at 35.50 m.p.h., engineer owner, honest value; £285.—Egham 645. (1997)

1947 Morris 10, very clean; £595; terms arranged.—Smith & Scott's Cars, 347, Finchley Rd., N.3. Ham. 7779 and 8676. (1991)

1939 series M Morris 10hp saloon de luxe, very good mechanical condition, guaranteed; special bargain; £310.—Lockwood, Haikway, Walton 2600. (12070)

LONDON CARS, 592-6, Greenford Rd., Greenford, L. Midx. Wavlo 2643. (12070)
1939 Morris 10, completely overhauled, taxed; exchangeable;—Lockwood, Haikway, Walton 2600. (12070)
1948 Morris 10 saloon, 13,000 miles only, immaculate; £650.—Phillip Foster, 106 High St., Uxbridge, Tel. 1202. (12070)

L. F. DOVE, Ltd., offer 1946 Morris 10 saloon, 5,000 miles since new; £675.—69, Broadway, Wimbledon, S.W.19. Liberty 3458. (12070)
£385—1939 Morris 10 de luxe saloon, black and brown, beautiful condition, excellent runner, good tyres; choice of two. (1914)
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hamstead 6490. (1219)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS TEN

1946 Morris 10 saloon, one owner, absolutely immaculate throughout.—Autowork, Ltd., Winchester 4834. (1754)

1939 Morris 10 sun saloon, leather upholstery, good condition; £245.—Munday Cars, 55, Woodford Ave., Woodford, Middlesex. Ken. 4895

1919—1936 Morris 10 saloon, clean and an exceptionally good runner, taxed.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. (1547)
POST-WAR Morris 10 4-door saloon, almost unmarked inside and out, low mileage; £595.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-9. (1653)

10 hp saloon, 1948, 12,000 miles, one owner, exceptional condition; £695.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 9011. (1698)

1939 Morris 10hp de luxe saloon, reconditioned engine, recollused pearl grey, excellent condition, standard ratio since 1948; offered privately; £575.—Tel. Perivale 9026. (1983)

1936 Morris 10 saloon, reconditioned engine, in excellent condition throughout; £245.—Vandervells (buyers of good used cars), 215, Havestock Hill, N.W.3. Primrose 4441. (1490)

1939 Morris Series M 10hp saloon, sliding roof, leather, recollused and in very good condition; £395.—E.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. (2151)

1948 Morris 10 de luxe saloon, mileage 11,000, maintained immaculately, coachwork indistinguishable from new, entire car irreplaceable condition, very exceptional car, offered at 650s; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9-9. (2163)

Morris Ten Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1, Euston 1212. (0968)

CASH buyers of low-mileage Morris 10s; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (0798)

POST-WAR Morris 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. (0857)

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0977)

MORRIS 10s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536-7. (1351)

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (1563)

MORRIS TWELVE

1938 Morris 12/4 de luxe saloon, perfect condition; £285.—A.Z. Motors, Palmerston Rd., N.W.6. Maids Vale 6044. (10 lines). (1558)

1934 Morris 12-4 saloon, excellent condition; £100.—Johnstons Service Garage, 1a, Mildmay Avenue, N.1. Canonbury 6666-7-8. (1886)

1939 Morris 12 black saloon, very nice condition, guaranteed h.p. terms arranged.—K. Henr. Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. (1938)

1937 Morris 12 saloon de luxe, black with red leather upholstery; £290; 3 months' written guarantee.—Tinkard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. (1502)

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0977)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (1542)

MORRIS FOURTEEN

CLAND & TABOR, Ltd., offer:—
1946 (reg.) Morris 14 saloon, black, brown leather, exceptional condition; £375.
APPLY North Road Garage, Welwyn, Tel. Welwyn 481. (1537)

1918—1937 Morris 14 de luxe saloon, black, hide interior, sound throughout, good runner, bargain; choice of two.
BRAY MOTORS, 180-184, West End Lane, N.W.6. B. Hampstead 6490. (1202)

MORRIS OXFORD

1949 Morris Oxford saloon, leather upholstery, and heater, one owner, perfect condition; £950.—161 Great Portland St., W.1. Langham 7733. (19607)

TOM GARNER, Ltd., offer
1949 Morris Oxford saloon, maroon with beige leather, 4,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6. (1443)

PHILIP RICKARDS, Ltd., offer:—
1949 Morris Oxford saloon, grey, radio, covers, 8,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (1567)

WARWICK WRIGHT, Ltd., offer:—
1949 Morris Oxford saloon, green, buff leather, 7,000 miles; £1,025.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1541)

1949 Morris Oxford 7,000 miles, radio and heater; £935.
MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond, Tel. Richmond 4004. (2252)

1949 Morris Oxford saloon, 1,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. (1716)

1949 Morris Oxford saloon, 8,000 miles, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. (1717)

1949 Morris Oxford saloon, green beige upholstery, 6,000 miles, quite faultless condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 9011. (2099)

Morris Oxford Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. (10717)

Morris Six Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Six cars.—320, Euston Rd., N.W.1, Euston 1212. (0718)

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. (0373)

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, 30hp engine not yet run in after complete overhaul, all good tyres, hood, etc. 1938; £625.
W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, have pleasure offering a particularly nice Packard drop head four-seater, 6-cyl. 30hp engine not yet run in after complete overhaul, all good tyres, hood, etc. 1938; £625.
USED cars and commercial vehicles of all types in stock, let us know your requirements; Ford 8s and 10s urgently wanted.
FORD House, New Rd., Dagenham. Rainham 770 (9 lines). (1527)

1936 Morris 10hp de luxe saloon, reconditioned engine, recollused pearl grey, excellent condition, standard ratio since 1948; offered privately; £575.—Tel. Perivale 9026. (1983)

1939 Morris 10hp de luxe saloon, reconditioned engine, in excellent condition throughout; £245.—Vandervells (buyers of good used cars), 215, Havestock Hill, N.W.3. Primrose 4441. (1490)

1939 Morris Series M 10hp saloon, sliding roof, leather, recollused and in very good condition; £395.—E.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. (2151)

1948 Morris 10 de luxe saloon, mileage 11,000, maintained immaculately, coachwork indistinguishable from new, entire car irreplaceable condition, very exceptional car, offered at 650s; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9-9. (2163)

THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1, Euston 1212. (0968)

CASH buyers of low-mileage Morris 10s; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (0798)

POST-WAR Morris 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. (0857)

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0977)

MORRIS 10s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536-7. (1351)

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (1563)

1938 Morris 12/4 de luxe saloon, perfect condition; £285.—A.Z. Motors, Palmerston Rd., N.W.6. Maids Vale 6044. (10 lines). (1558)

1934 Morris 12-4 saloon, excellent condition; £100.—Johnstons Service Garage, 1a, Mildmay Avenue, N.1. Canonbury 6666-7-8. (1886)

1939 Morris 12 black saloon, very nice condition, guaranteed h.p. terms arranged.—K. Henr. Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. (1938)

1937 Morris 12 saloon de luxe, black with red leather upholstery; £290; 3 months' written guarantee.—Tinkard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. (1502)

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0977)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (1542)

CLAND & TABOR, Ltd., offer:—
1946 (reg.) Morris 14 saloon, black, brown leather, exceptional condition; £375.
APPLY North Road Garage, Welwyn, Tel. Welwyn 481. (1537)

1918—1937 Morris 14 de luxe saloon, black, hide interior, sound throughout, good runner, bargain; choice of two.
BRAY MOTORS, 180-184, West End Lane, N.W.6. B. Hampstead 6490. (1202)

PHILIP RICKARDS, Ltd., offer:—
1949 Morris Oxford saloon, grey, radio, covers, 8,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (1567)

WARWICK WRIGHT, Ltd., offer:—
1949 Morris Oxford saloon, green, buff leather, 7,000 miles; £1,025.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1541)

1949 Morris Oxford 7,000 miles, radio and heater; £935.
MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond, Tel. Richmond 4004. (2252)

1949 Morris Oxford saloon, 1,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. (1716)

1949 Morris Oxford saloon, 8,000 miles, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. (1717)

1949 Morris Oxford saloon, green beige upholstery, 6,000 miles, quite faultless condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 9011. (2099)

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. (10717)

THE CAR MART, Ltd., wish to purchase Morris Six cars.—320, Euston Rd., N.W.1, Euston 1212. (0718)

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. (0373)

PACKARD

1937 Packard limousine, colour black, face forward occasional; £795.
1939 Packard 32-5hp Super 9 de luxe, very low mileage, special English body, an outstanding car.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michlins). Ken. 4895 (1514)

1939 Packard limousine, 32,000 miles, practically as new.
GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. (17389)

FOR sale 1936 Packard Straight 8 utility brake, immaculate condition; cost £920 November, 1948; will accept £220.—Thomas South St. Wells. (1953)

1937 Packard 33hp saloon, black in first-class condition; £400.—L. F. Dove, Ltd. 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (8765)

£565—34hp Packard late 1938 drop head coupe, black with brown leather, most elegant car, superb condition.—Robbans East Putney, Tel. 4311. (6039)

950 gns.—Packard 8, 1939, 34hp 4-door touring saloon, black, fawn cloth, steering column gear change, over drive, stored six years, genuine 19,000 miles, un worn tyres, practically new condition; terms, exchanges.—Rowland Smith, Below. (1091)

295 touring saloon, dark green, sliding head, fawn cloth, very good condition; terms, exchanges; list. Open 9-7 week-days.—Rowland Smith, Saturdays & Sundays. (Hampstead Tube) Hampstead 6041. (2235)

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, have pleasure offering a particularly nice Packard drop head four-seater, 6-cyl. 30hp engine not yet run in after complete overhaul, all good tyres, hood, etc. 1938; £625.
USED cars and commercial vehicles of all types in stock, let us know your requirements; Ford 8s and 10s urgently wanted.
FORD House, New Rd., Dagenham. Rainham 770 (9 lines). (1527)

1936 Morris 10hp de luxe saloon, reconditioned engine, recollused pearl grey, excellent condition, standard ratio since 1948; offered privately; £575.—Tel. Perivale 9026. (1983)

1939 Morris 10hp de luxe saloon, reconditioned engine, in excellent condition throughout; £245.—Vandervells (buyers of good used cars), 215, Havestock Hill, N.W.3. Primrose 4441. (1490)

1939 Morris Series M 10hp saloon, sliding roof, leather, recollused and in very good condition; £395.—E.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. (2151)

1948 Morris 10 de luxe saloon, mileage 11,000, maintained immaculately, coachwork indistinguishable from new, entire car irreplaceable condition, very exceptional car, offered at 650s; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9-9. (2163)

THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1, Euston 1212. (0968)

CASH buyers of low-mileage Morris 10s; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (0798)

POST-WAR Morris 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. (0857)

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1939 Morris 12 black saloon, very nice condition, guaranteed h.p. terms arranged.—K. Henr. Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. (1938)

1937 Morris 12 saloon de luxe, black with red leather upholstery; £290; 3 months' written guarantee.—Tinkard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. (1502)

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0977)

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1946 (reg.) Morris 14 saloon, black, brown leather, exceptional condition; £375.
APPLY North Road Garage, Welwyn, Tel. Welwyn 481. (1537)

1918—1937 Morris 14 de luxe saloon, black, hide interior, sound throughout, good runner, bargain; choice of two.
BRAY MOTORS, 180-184, West End Lane, N.W.6. B. Hampstead 6490. (1202)

PHILIP RICKARDS, Ltd., offer:—
1949 Morris Oxford saloon, grey, radio, covers, 8,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (1567)

WARWICK WRIGHT, Ltd., offer:—
1949 Morris Oxford saloon, green, buff leather, 7,000 miles; £1,025.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1541)

1949 Morris Oxford 7,000 miles, radio and heater; £935.
MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond, Tel. Richmond 4004. (2252)

1949 Morris Oxford saloon, 1,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. (1716)

1949 Morris Oxford saloon, 8,000 miles, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. (1717)

1949 Morris Oxford saloon, green beige upholstery, 6,000 miles, quite faultless condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 9011. (2099)

PACKARD

1937 Packard limousine, colour black, face forward occasional; £795.
1939 Packard 32-5hp Super 9 de luxe, very low mileage, special English body, an outstanding car.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michlins). Ken. 4895 (1514)

1939 Packard limousine, 32,000 miles, practically as new.
GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. (17389)

FOR sale 1936 Packard Straight 8 utility brake, immaculate condition; cost £920 November, 1948; will accept £220.—Thomas South St. Wells. (1953)

1937 Packard 33hp saloon, black in first-class condition; £400.—L. F. Dove, Ltd. 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (8765)

£565—34hp Packard late 1938 drop head coupe, black with brown leather, most elegant car, superb condition.—Robbans East Putney, Tel. 4311. (6039)

950 gns.—Packard 8, 1939, 34hp 4-door touring saloon, black, fawn cloth, steering column gear change, over drive, stored six years, genuine 19,000 miles, un worn tyres, practically new condition; terms, exchanges.—Rowland Smith, Below. (1091)

295 touring saloon, dark green, sliding head, fawn cloth, very good condition; terms, exchanges; list. Open 9-7 week-days.—Rowland Smith, Saturdays & Sundays. (Hampstead Tube) Hampstead 6041. (2235)

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, have pleasure offering a particularly nice Packard drop head four-seater, 6-cyl. 30hp engine not yet run in after complete overhaul, all good tyres, hood, etc. 1938; £625.
USED cars and commercial vehicles of all types in stock, let us know your requirements; Ford 8s and 10s urgently wanted.
FORD House, New Rd., Dagenham. Rainham 770 (9 lines). (1527)

1936 Morris 10hp de luxe saloon, reconditioned engine, recollused pearl grey, excellent condition, standard ratio since 1948; offered privately; £575.—Tel. Perivale 9026. (1983)

1939 Morris 10hp de luxe saloon, reconditioned engine, in excellent condition throughout; £245.—Vandervells (buyers of good used cars), 215, Havestock Hill, N.W.3. Primrose 4441. (1490)

1939 Morris Series M 10hp saloon, sliding roof, leather, recollused and in very good condition; £395.—E.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. (2151)

1948 Morris 10 de luxe saloon, mileage 11,000, maintained immaculately, coachwork indistinguishable from new, entire car irreplaceable condition, very exceptional car, offered at 650s; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9-9. (2163)

THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1, Euston 1212. (0968)

CASH buyers of low-mileage Morris 10s; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (0798)

POST-WAR Morris 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. (0857)

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0977)

MORRIS 10s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536-7. (1351)

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (1563)

1938 Morris 12/4 de luxe saloon, perfect condition; £285.—A.Z. Motors, Palmerston Rd., N.W.6. Maids Vale 6044. (10 lines). (1558)

1934 Morris 12-4 saloon, excellent condition; £100.—Johnstons Service Garage, 1a, Mildmay Avenue, N.1. Canonbury 6666-7-8. (1886)

1939 Morris 12 black saloon, very nice condition, guaranteed h.p. terms arranged.—K. Henr. Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. (1938)

1937 Morris 12 saloon de luxe, black with red leather upholstery; £290; 3 months' written guarantee.—Tinkard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. (1502)

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0977)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (1542)

CLAND & TABOR, Ltd., offer:—
1946 (reg.) Morris 14 saloon, black, brown leather, exceptional condition; £375.
APPLY North Road Garage, Welwyn, Tel. Welwyn 481. (1537)

1918—1937 Morris 14 de luxe saloon, black, hide interior, sound throughout, good runner, bargain; choice of two.
BRAY MOTORS, 180-184, West End Lane, N.W.6. B. Hampstead 6490. (1202)

PHILIP RICKARDS, Ltd., offer:—
1949 Morris Oxford saloon, grey, radio, covers, 8,000 miles, perfect.—4, Brick St.,

Autocar

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1938 29hp Ralston drop head foursome coupe, exceptionally well maintained chassis, only year on for selling owner posted abroad, 12 months' basic available; £425.—Basingstoke Motor Co., Ltd., Basingstoke, Tel. 477. (1553)

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault Ltd., Western Ave., Acton, W.3. Acton 4656. **RENAULTS**—The following cars, spare parts, repairs & service, established 1909, our usual guarantee service; established 1909.

RENAULT 26hp 1939 big six-seater saloon; £395.

RENAULT 12hp 1939 5-seater drop-head coupe; £325.

WELHAMS Renault Sales Service, Surbiton Hill Rd., Surbiton, Elmbridge 1773.

1939 Renault 12hp saloon, aero blue, fully taxed December, excellent condition; £300.—Dazely, Framingham Earl, Norwich. (1275)

1949 and hardly used, few miles only, taxed; £695.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8. (1518)

£345 finished in suede green, very compact appearance, full six-seater body, bench type front seat, very clean leather interior, fine mechanical performance, combined with unbelievably economical running for an 18hp car; an outstanding opportunity to the discerning prospective purchaser, comfort with low running cost.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115; hire purchase, part-exchanges, see our 12-page price list this issue. (1910)

RENAULT CARS WANTED

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (1092)

WELHAMS RENAULT SALES SERVICE purchase all models.—Surbiton Hill Rd., Surbiton, Elmbridge 1873. (10127)

RILEY

CAR MART, Ltd.

RILEY 2½-litre saloon, 1949 7,000 miles; £1,650.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (19804)

TOM GARNER, Ltd., offer

1949 Riley 2½-litre saloon, maroon with red leather, 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Backfriars 9265-6. (1444)

DICKS CAR SALES offer:—

1940 Riley 12 saloon, one owner since new, excellent condition; £525.

1938 Riley 12hp Falcon saloon, late property of Riley enthusiasts; £395. (three months' guarantee, exchanges, finances, etc.—Basingstoke Rd., Basingstoke, Berks, Reading 83147. (2187)

1937 Riley 12 Kestrel saloon, just overhauled, positively unmarked, really genuine car; £395.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Meida Vale 6888-9. (1948)

CYRIL SHEPPARD offers:—

1948 Riley 2½-litre saloon, maroon coachwork with red leather upholstery, mats, etc., absolutely as new; speedometer reading 12,200 miles, wonderful performance, taxed; £1,250; (three months' guarantee, exchanges, finances, etc.—Basingstoke Rd., Basingstoke, Berks, Reading 83147. (2187)

CHARLES FOLLETT, Ltd., offer:—

1948 Riley 2½-litre saloon, black, green leather, 1 owner, 14,500 miles, excellent condition throughout, 3 months' guarantee; £1,350.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. (11773)

WARWICK WRIGHT, Ltd., offer:—

1949 Riley 2½-litre saloon, black, fawn cloth, 7,000 miles; £1,525.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1842)

CHARLES RICHARDS, Ltd., the house of standing and repute.

1935 (August) Riley 1½-litre saloon, attractive car in excellent mechanical condition, taxed; £295.

56, Baywater Rd., W.2 (next door to Lancaster Gate Tube Station), Tel. Paddington 1820. (1434)

1949 2-seater 9hp, excellent condition; £316.

C. G. Melvin, 5, Palace Rd., S.W.2. (2009)

SUSSEX specialists for reconconditioned Riley cars, repairs spares.—Leves Motors, Ltd., Leves.

FOR pre-war Rileys consult Browne & Sons, Motor Engineers, Lodon, Norfolk. Tel. 315-316. (13450)

1936 Riley Adelphi saloon, well maintained by enthusiast in perfect all-round condition; £320.

WILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. (11599)

BEARTS of Kingston, Riley specialists sales, spares & repairs.—102, London Rd., Kingston, Kingston 3348.

RILEY Kestrel 16 4 saloon 1938, silver grey; £435.—R. Miln, Milton, Hampshire 563, mornings 8-9.30, night 10 p.m. (12275)

1937 Riley Falcon 12, preselector; £320 or near offer.—Beckett 9, Newton Rd., Burton-on-Trent. (1956)

1935 Riley 12hp saloon, recently overhauled, taxed, insured, offers.—E. James, Chestnut Hill, Nailsworth, Glos. (2021)

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee.

1929 Riley 2-seater with dickey; £85; choice of 5

1946 1½-litre Riley saloon, in first-class condition; £285.—Bickett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. (1654)

1937 Riley 9 Falcon, recently resprayed and overhauled (price available), four new tyres, very attractive car.—Box 3193. (2272)

2699—1937 Riley 12 4-light saloon, excellent condition also ditto 1599s.—Autoships, 5, Holham High Rd., Ham 150. (1936)

1949 12hp Riley saloon, maroon, virtually new, 3,096 miles only; £1,290.—Sharwood Motors, Ltd., 52, Oxbridge Rd., W.3. Belling 1475. (1938)

1948 1950, beautifully maintained by one owner; £1,275.—Robbins Fast Putney, Tel. 4381. (18456)

1946 12hp saloon in black, really good order, one owner; £925 or offer.—Seen at

with Street Motors, Cheltenham. Tel. 4933. (2136)

£1075—1947 2½-litre Riley, black and green, chauffeur kept, 12,000 miles.—Working Motors (Maybury Hill), Ltd., Woking 1928. (1645)

1946 (July) Riley 1½-litre saloon, 25,000 miles, excellent condition, well maintained car; £875.—E. D. Abbott, Ltd., Farnham, Surrey, Tel. 6282. (2283)

RILEY 1935 12/6, splendid condition, black, green up-
holstery, well shod, maintained Riley enthusiasts, original paint, £180.—40, Meadoway, W.G.C., Herts. (2261)

CORDON CARS (LONDON), Ltd., 1946 Riley 12
saloon, 16,000 miles, exceptional throughout.—
Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (1508)

1948 2½-litre sports saloon, green, 11,000 miles,
magneto; £130.—University Motors, Ltd., Stratton
House, 80, Piccadilly, London, W.1. Grosvenor 4141. (2058)

1932 Riley 9, new tyres, general overhaul, new
holster, preselector, very good condition; terms, ex-
changes.—Rowland Smith, Below. (1940)

1947 Riley 2½-litre saloon, 19,000 miles, finished
black, green leather, radio, immersion heater,
taxed, in really super condition throughout; trade en-
quiries welcomed.

M. E. FINCHLEY (LONDON), Ltd., Great North Rd.,
E. Finchley Station, N.2. Tudor 2301-2. (1847)

195 gns.—Riley 9, 1935 model Kestrel 4-door saloon,
black, green wheels, sliding head, leather up-
holstery, preselector, very good condition; terms, ex-
changes.—Rowland Smith, Below. (1940)

595 gns.—Riley Sprite, May, 1938, 1½-litre super
sports 2-door black, aluminium wheels, leather up-
holstery, preselector, Scintilla, Hartfords, 15-sallon
tax, good tyres, excellent condition; terms, ex-
changes.—Rowland Smith, Below. (1940)

195 gns.—Riley 9, 1935 model, 1½-litre 4-door
saloon, grey, sliding head, preselector, taxed;
terms, exchanges; list. Open 9-7 week-days and Satur-
days.—Rowland Smith, Hampstead. (Hampstead 6041. (2236)

1948 1½-litre, black, brown upholstery, one owner,
15,000 miles, heater, excellent condition,
taxed year, £699.—Ray Neate, Sharnhurst, Leam-
ington, Southamptn, Tel. Botley 132. (1958)

£145—Riley Monaco saloon (registered 1937),
finished in maroon with black wings, black
and interior in very good condition, engine sound,
very economical car to run, excellent value.

M. B. MOTORS, 336, New Cross Rd., London, S.E.4.
Tideway 3779. (1659)

LATE 1938 Riley 16hp Adelphi saloon, black, beige
leather, engine overhauled, new tyres and bat-
tery, excellent condition throughout; £475.—Simpson,
Beedon Garage, Oxford Rd., Newbury, Berks. (1457)

RILEY 1937 1½-litre Kestrel saloon (special), two
carburetors, scintilla ignition, engine overhauled,
general condition immaculate throughout; offers, ex-
change.—Lockwood, Half-way, Walton 228. After 6
o'clock 3387. (19053)

H. F. EDWARDS offer 1949 Riley (May) 2½-litre
H saloon, maroon and chrome, radio, 8,000 miles only,
one private owner, maintained by us since new, absolutely
immaculate, thoroughly recommended and offered with
written guarantee at £1,450, exchanges, terms.—154, Gt.
Titchfield St., W.1. Langham 0012. (1631)

1948 (reg. 18 Sept. 1948) Riley 2½-litre saloon,
black and chrome with fawn upholstery,
luxuriously equipped, twin rear lamps, twin defrosters,
Philco radio, speedo reading 12,195, one meticulous private
owner, absolutely spotless appearance; offered with written
guarantee at £1,295, terms, exchanges.—H. F. Edwards
154, Gt Titchfield St., W.1. Langham 0012. (1607)

£395—Riley 6-light Kestrel saloon, 1937, with
genuine Sprite engine (twin carburetors
and Scintilla Vertox Mag.) an extremely scarce and
sought after example and one of the very few Kestrel
Sprites offered to-day; really magnificent streamlined
appearance, furnished with an abundance of
chrome, green leather interior, many extra accessories;
an unrivalled opportunity to obtain one of those highly
desirable cars at a comprehensive price which cannot
fail to appeal to Riley enthusiasts; offered with a
fully comprehensive written guarantee by
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard,
Beds. Tel. 2381 and 3115. Over 400 fully guaranteed
used cars in stock, write for our 16 page stock list.
Easy and confidential hire purchase, tax and insurance on
the spot enable you to see a car at once; car exchange
on any car; fares refunded to purchasers from any part
of the country. Showrooms open till 8 p.m. Mon.-Sat.
See our full page advert in this issue and study our
special petrol tax refund offer. (1916)

1937/8 1½-litre Riley Kestrel saloon; special
Sprite engine; 2 carburetors, Scintilla
Vertox oil cooler; first registered August, 1945; engine
overhauled by Boon & Porter in perfect order; oil
consumption negligible; 6in speedometer and rev.
counter; Andre telescopic shock absorbers to rear;
Norel spot lamp, new battery, radiator mesh, green
paintwork; upholstery very good, tyres good; taxed to
Dec.; close ratio pre-selector gear box; a very fast,
reliable and attractive car; price £435; seen and tried
London by appointment with private delivery. Week-
days, Rutter, 57/58, Pall Mall, S.W.1. Whl. 3514.
Week-ends and after 6. Amb. 1458. (1741)

Riley Cars Wanted

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THE CAR MART, Ltd., wish to purchase Riley
cars.—150, Park Lane, W.1. Grosvenor 3434. (10969)

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ROWLAND SMITH'S, the Riley buyers.—Hampstead
High St. (Hampstead Tube), Ham. 6041. (10983)

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Riley Cars Wanted

MOTOURISTS (LONDON), Ltd., are immediate cash
buyers of post-war Riley saloons.—Great North Rd.,
E. Finchley Station, N.2. Tudor 2301-2. (17395)

U RENTALLY required, low mileage 1947-9 Riley 1½ or
2½-litre saloon.—Gibsons Sports Cars (Christ-
church), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel.
912. (19679)

Riley Spares and Service

A RCOT MOTORS, Ltd.—Pres-selector gear boxes; ex-
change and repairs.—169, Fulham Rd., S.W.3.
Kensington 7301. (10238)

B OON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—
Castellau, Barnes, S.W.13. Riverside 4444. By
Hammersmith Bridge. (10147)

H STANLEY for Rileys, spares and service.—165-177
H. Stansfield Rd., Forest Hill, S.E.23. Forest Hill
2244-5. (10246)

W ARD & Co. (PUTNEY), Ltd., coach and mechanical
repairs quick and efficient service.—38, Felsham
Rd., Putney, S.W.15. Put. 5731-2-3. (0892)

P RESECTOR gear box service; spare parts sup-
ply; recommended specialists.—H. & A. Engi-
neering, 35, Grant Rd., Addiscombe, Croydon, Surrey.
(10781)

W HEN in the West, consult the Riley specialists; com-
prehensive stock of spares and immediate atten-
tion.—Passey Motors, Ltd., 178, Kellaway Ave., Bris-
tol, 7. Tel. 43069. (0254)

RILEY distributors for 29 years.—Comprehensive list
of spares, quotation and advice invited; send your
engines for complete overhaul by specialists.—Moss's
Agencies, Ltd., High St., Leamington Spa, Tel. 67. (1238)

RILEY CAR SERVICE (LONDON), Ltd., carry the
largest stock of Riley spares in the country; special
equipment for mechanical and coach repairs.—Carfers
Lane, Highgate Rd., London, N.W.5. Gui. 5446. (0092)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

ROLLS-ROYCE

ROLLS-ROYCE

CAR MART, Ltd.
ROLLS-ROYCE 20/25hp 1935 7-seater limousine by Barker, 1,000 miles; £1,275.
ROLLS-ROYCE 25/30hp 1937 4-light saloon by H. J. Mulliner, 41,000 miles; £1,775.
ROLLS-ROYCE Phantom III 1933, sports saloon by R. Thripp & Maberly; £1,595.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [19805]
FOX.
ROLLS-ROYCE Phantom III saloon, really good condition with low mileage, latest chassis modifications, including solid tappets. For details of new Rolls-Royce cars for early delivery apply:—
A. FOX & Co., Ltd., 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. [1449]

RIPON.
RIPON.
RIPON BROS., Ltd.
NORTHERN Rolls-Royce Specialists since 1905.
1948 (July) Silver Wraith by Park Ward, 7-seater limousine, maroon with maroon leather.
1948 Silver Wraith touring limousine by Hooper, black with brown leather, small mileage.
1937 touring limousine by Rippon, black, small mileage.
1934 25hp 4-door sports saloon by Rippon, black with blue leather.
1932 25hp 4-door sports saloon by Barker, newly reconditioned throughout.
YOU can buy with confidence from the largest distributors.
RIPON BROS., Ltd., Huddersfield 6340 (5 lines). [10905]
JACK OLDING of Mayfair. [10905]

OFFICIAL Rolls-Royce and Bentley retailers.
OFFER.
SILVER Wraith owner-driver saloon by Park Ward, finished black with maroon leather upholstery, small mileage, first registered 1948.
SILVER Wraith touring limousine by Hooper, finished black with beige leather, 600 miles only, first registered September, 1947.
PHANTOM III owner-driver semi-racer-edged saloon with division and commodious boot by Freestone & Webb, Ltd., finished black and green, overhauled 1947, first registered December, 1936, most attractive car.
PHANTOM II fourseater drop head coupe by Barker, finished black with grey leather upholstery, first registered June, 1933. £750.
20 25 sports saloon with division and boot by Park Ward, finished black with blue leather, mileage 55,000, 1935, first registered April, 1935.
30 Rolls-Royce enclosed drive limousine with face forward extra seat, finished black with black leather to front and fawn to rear, mileage 24,000, first registered July, 1936.
25 30 enclosed drive limousine by Windover, finished black with fawn cloth to rear and black leather to front, face forward seats, only 28,000 miles, originally registered June, 1936.
DETAILS of new Rolls-Royce cars for early delivery on application.
AUDLEY HOUSE.

NORTH Audley St., W.1. Mayfair 5242.
C. MORTLAKE offers:— [12296]
1934 25hp Rolls-Royce owner driver saloon Park Ward.
1935 25hp Rolls-Royce owner driver saloon, Freestone & Webb.
1935 owner driver saloon with division, Park Ward.
1934 25hp enclosed drive limousine, Rippon Brothers.
C. MORTLAKE, 253, Kensal Rd., London, W.10. Ladbroke 3153. S.W.1. Tel. Sloane 9286. [17332]
HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.
1937 (October) Rolls-Royce Phantom III 4-light limousine by Barker with sunshined roof and large built-in luggage boot, licence surrendered in 1939 and car unused until May, 1949, mileage 21,270, black and brown with beige leather upholstery, a specimen car indistinguishable from new throughout.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [15107]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.
OFFER the following:—
ROLLS-ROYCE 25-30 four some drop head coupe by Vanden Plas, completely disappearing hood, small mileage, any trial or examination. Can be seen and tried at 47 St. S.W.1. Tel. Sloane 9286. [2185]
MASCOT MOTORS, Ltd., offer the following:—

1938 30hp Barker owner-driven saloon.
1935 25hp Hooper special sports saloon.
1933 (Oct.) 25hp T. and M. enclosed limousine.
1932 25hp T. and M. sports saloon.
1928 20hp Park Ward 4 light saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.
MASCOT MOTORS, Ltd., 237, Kensal Road, Ladbroke Grove, W.10. Ladbroke 1231-2. [1356]
OWNER-DRIVER 1935 Barker 25hp 4-door, bucket seats, large boot, modern lines, delightful condition, most exceptional carriage. Below.
WRAITH Owner-driver 1939 30hp Park Ward 4-door semi-racer-edged Sports Saloon, capacious boot, leather, bucket seats, 44,000 miles, meticulously maintained. Seen—Alpe & Saunders, Providence Court, Grosvenor Square 2941—Mayfair. [1321]

JACK BARCLAY, Ltd.
LARGEST Official Retailers of Rolls-Royce and Bentley. Stock list of used models on request to St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0065]
SOUTHERN MOTOR CO., Lowfield Heath, Nr. Crawley Sussex, Tel. Crawley 457.
OFFER the following cars:—

1938 Replica Rolls-Royce owner-driven saloon on 20-25hp chassis, many extras; price £1,150.
1938 Replica 20hp W. Royce 12-5-seater drop head coupe on late type 20hp chassis; price £825.
BOTH the above cars have been reconditioned in our own works and carry our guarantee. [5647]
1928 Rolls-Royce Phantom I coachbuilt 9-seater bus body; £550; also.
1933 Rolls-Royce 20-25hp Hooper 7-seater landaulet, face forward seats; £850.
GROVER NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [1676]
1930 25hp Rolls-Royce Hooper limousine, face-forward occasional; £375.
1935 (June) 25hp Rolls-Royce Thripp & Maberly PART exchanges willingly considered.—Station Garages, Amersham, Tel. Amersham 870. [1531]
CHARLES FOLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—
1935 Rolls-Royce 20 25 owner-driver saloon by Barker, black, brown hide, H.M.V. radio, really exceptional condition; £1,195.
18, Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1415.
1935 model Phantom III, long chassis only, complete with front and rear wings, all lamps, etc., engine reconditioned, guaranteed 12 months; £660.
1935 Phantom II 7-passenger limousine, privately owned, mileage 55,000, genuine, really first-class condition throughout, almost as new; £1,275.
COMPTON, 69, Westway St., Crystal Palace, S.E.13. [19119]
OFFORD, 25hp Hooper lim. 4-lit. occasional, one private owner, first class dark blue; £875, bargain.
-67, George St., W.1. Tel. Wel. 6899. [1416]

1949 Silver Wraith, H. J. Mulliner saloon, 15,000 miles; £3,500.—S. Davey, Harcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1769]
1934 Rolls-Royce 20/25 limousine by Barker; £1,295.—Britica & Co. Motors, Ltd., Upper St. Martin's Lane, W.C.2. [1706]
1929 20hp Rolls-Royce 4-door Hooper saloon, reconditioned, recellulosed, any reasonable trial.—Duchess, Wimborne, Dorset, Tel. 108. [1376]
1935 delivery ride control 20-25 Rolls-Royce, fitted Gurney Nutting, colour black, with leather upholstery, delivery Phantom II sports 2-3-seater by 1932 Hooper.

1931 seater by Freestone and Webb.
PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8). [2126]
1930 25hp Rolls-Royce 4-door cabriolet by Wingham, chassis overhauled by Rolls-Royce, magnificent condition, coachwork finished in black with blue upholstery; £1,850.
OFFERED by Clarke's of Pibroch, Automobile Engineers, Officially appointed Retailers and Repairers of Rolls-Royce cars, 2201-2-3. [1659]
LIMOUSINES, 1933/1939, 20/25hp and 25/30hp roomy 7-seaters, small mileages, from 1,000 gns. exchanges, hire purchase.—Lawton-Goodman, 56, North Audley St., W.1. Mayfair 3560. [1532]
1933 20hp short chassis Phantom II 4-door sports sun saloon by Thripp & Maberly, P.100s, centre pass light, telecontrols, colour black, 12 months' basic available; £575.—Basingstoke Motor Co., Ltd., Basingstoke, Hants. Tel. 477. [1532]
BARTLETT—Rolls-Royce registered 1937, 25hp sports saloon, speedometer 18,000 only; £1,600; Rolls-Royce 25hp drop head coupe; £1,350; Rolls-Royce 1932 H. J. Mulliner saloon; £700; Rolls-Royce Replica; £750.—27a, Pembroke Villas, W.11. [19929]

1935 gns.—Rolls-Royce, 1937, 25/30hp Mulliner 7-passenger double-enclosed limousine, black, front leather, rear cloth, windings, 2-ace-forward occasional seats, Ace wheel discs, unworn tyres, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.
365 gns.—Rolls-Royce, 1929, 20hp Park Ward 7-seater limousine, black, winding partition, face-forward occasional, good tyres, carefully used, excellent condition; terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2237]
1949 Rolls-Royce Silver Wraith saloon by Park Ward, royal blue, mileage 6,250, first registered September 1949; (B.M.T.A. consent to sell); immaculate and unmarked, radio, heater, etc., cost new £6,000; available immediately, £5,000.—Station Garages, Ltd., Scarborough, Tel. 1245. [12279]

MAGNIFICENT 25hp Rolls-Royce 4-door 4-light sports saloon with swept boot by Thripp & Maberly, colour dove grey with chrome waist moulding, unmarked upholstery to match, all walnut woodwork, unmarked interior absolutely as new, externally the car is in showroom condition; the excellent mechanical condition can be verified by Rolls-Royce; the car has been paid up for 8 years and has been run by the present owner on basic only; the lines of the car can only be described as indistinguishable from 1935; the body has a sliding head and is fitted with H.M.V. push-button radio, first registered late 1935; price £1,650.—For further particulars please ring Bowes Park 1604. [1467]

A&S Offer exclusive selection Rolls-Royce Limousines. (Mechanical guarantee certificate).
£865 Limousine 1934, 25hp Barker, Hooper, partition, 7-forward, black, selected carriages (mechanical certificate).
LIMOUSINES, 1935 25hp (ride control) Hooper, Barker, partition, bench occasional, black, irreproachable condition. £1,490.
IMOUSINES 1937, 1939 Windsor, Hooper, (30hp) 7-L forward, partition, black, immaculate, magnificent swept tail carriages, exceptional value.
PHANTOM II Limousines 1934, 1935 Hooper, Barker, Windower, black, bench occasional, immaculate, 1948-condition reasonably low mileages.
PHANTOM III Limousines 1938 Barker, widest occasional, mileage 12,000, swept tail, also Hooper, 26,000, low cost.

1939 Wraith Windower Double Enclosed Limousine, widest occasional, 30,000, black, meticulously maintained, beautiful carriage. Seen.—
ALPE & SAUNDERS always purchase Rolls-Royce, A 17 carriages displayed. Seen.—Providence Court, Grosvenor Square. 2941—Mayfair.
ARCHIE SIMONS & Co., Ltd., 1931 Rolls-Royce 25hp 7-passenger limousine by H. J. Mulliner, leather throughout, face forward seats; £695.
25—30 Rolls-Royce 4-door owner driver saloon, 43,000 miles, first registered 1937; £1,475.—94, Gt. Portland St., W.1. Lan. 1543. [1498]
CENTRAL GARAGE, Croydon, offer 1937 25-30 Rolls-Royce razor edge sports saloon by H. J. Mulliner, finished black, grey ride upholstery, a most attractive car, heater and radio fitted; £1,950.—Central Garage, Tel. Croydon 7464. [2149]
1927 20hp chassis, in good mechanical condition, re-built 1945, fitted with 2-door saloon (Ford) body, just recellulosed, disc wheels, 2 spares, vertical shutters, chromium plating, 6.00x20 tyres, Marshall lamps.—Duchess, Wimborne, Dorset, Tel. 108. [1577]

Rolls-Royce Cars Wanted

OUR demand is urgent.
OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2933. Head Office, Hoffmann's Garage, Ltd., Huddersfield 81, Halifax, Yorks. Tel. Halifax 5944. [0516]

THE CAR MART, Ltd. wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [10970]

J. MARSHALL.
WANTED, Rolls-Royce 20.22 and 20.25, all types of coachwork; any condition.
J. MARSHALL, 869, St. Albans Rd., Watford, Tel. Watford 15759.
ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [10984]

A&S interested purchasers modern 25/30hp Saloons since 1933 1948.
A&S require modern Phantom II also Phantom III Limousines and Saloons. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair. 2941. [1809]
PRIVATE advertiser wishes to buy Phantom III, owner-driver, 4-door sports saloon.—Reply to S. B. H. 51, Linden Lea, London, N.2. [2263]

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westway St., Crystal Palace, S.E.19. Liv. 3562. [7457]
WANTED 25hp sports saloon, tip-top condition, full details, price, private buyer, Bracebridge, Cindra Park Rd., Cheadle Hulme, Cheshire, Cheadle Hulme 266. [1972]

RIPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to purchase good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [10115]
1934 5 low mileage, full particulars including lowest price.—V. Hutchinson, 64 Mount Rd., Penn. Wolverhampton. [1369]

JACK OLDING, Ltd., 8-10 North Audley St., W.1. Official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [10815]

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores: 12, Wellesley Ave., W.6. Ave. 1415. [18564]

Rolls-Royce Spares and Service
JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, complete or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.
WORKS—Lombard Rd. Morden Rd. Merton S.W.19. Liberty 7222 (8 lines). [10623]

W. M. COOPER, Ltd., Catherine St., St. Albans 4345
SPARES and service.—The only officially appointed Rolls-Royce special retailers and repairers in the county of Hertfordshire.
CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.
SHOWROOMS, 18, Berkeley St., W.1. May. 6266
SPARE Parts.

SERVICE, 12, Wellesley Ave., W.6. Riv. 1415 [18591]

ROVER 10

£130—Rover 10 1934 saloon, sliding roof, new tyres, reconditioned engine.—Tel. Wokingham 321. [1469]
1940 Rover 10 saloon, very nice condition; £500.—L. F. Dove, Ltd., The Mid-Surrey Used Car Centre, Guildford Rd., Tel. Wokingham 1282. [1661]
1946 10hp Rover six-light saloon, black with brown hide upholstery, in immaculate and nearly new condition, 2993.—R. F. Fuscile, Ltd., Bury Heath, Hants. Tel. 1045. [1512]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 10
1946 (November) Rover 10 saloon, black, 23,000 miles, condition literally indistinguishable from new, any trial; £289—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [1224]

ROVER 12
1947 Rover 12 maroon saloon, 1947, Rover maintained, perfect; £1,075.—51, Arboretum Rd., Walsall. [1305]

1947 Rover 12hp 6-light saloon, black with fawn cloth, genuine 23,000 miles, one owner, excellent condition; £1,025. [1305]

C. H. TRUMAN & Co., Ltd., 61a, Mansfield Rd., Nottingham, Tel. Nos. 43087-8-9. [1523]

£525—1938 12hp sports saloon, nominal mileage, excellent condition; terms, exchanges; three months' guarantee; free demonstration within 100 miles. [1523]

MAKIN & HARRISON, 492-6, Chiswick High Rd., W.4, Chiswick 0558-2619-6331. [1879]

1947 (Sept.) Rover 12 sal., black, brown leather, 7,000 miles, as new; £1,175.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3338. [1428]

1948 Rover 12hp tourer, maroon with fawn hood, red leather upholstery, very carefully used, indistinguishable from new; £875.—Hebert Robinson, Ltd., Cambridge, Tel. 4461. [1584]

£495—1938 Rover 12 sports saloon, specimen car, unmarked; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station), Ambassador 1061-2. [1947]

1949 Rover 12hp type 60 saloon, black, 11,000 miles, fitted heater and H.M.V. radio, exceptional condition; £1,425.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11, Speedwell 0011. [2101]

1946 Rover 12 saloon 6-light, finished black, with brown leather upholstery, 20,000 miles, in beautiful condition throughout; £925.—Leigh Park Motors, Ltd., Datchet, Bucks, Tel. 54. [2281]

1947 (Dec.) Rover 12hp 6-light de luxe saloon, grey, blue leather, H.M.V. radio, genuine 14,000 miles.—Gibbons & Sons, Church Rd., Lyndhurst Rd., Christchurch, Hants, Tel. 912. [19675]

ROVER 14
BROOKLANDS
1947 Rover 14hp saloon, black, speedometer reading 11,000 miles. [1518]

103 New Bond St., W.1. Tel. Mayfair 8351/6.
BROWNS for Rovers. [1518]

1940 Rover 14hp saloon de luxe, immaculate condition; £615.—Browns Garage, Loughton (Essex) 4119 (Tube). [6469]

J. L. SIMPSON (SALES) offer:—
1937 Rover 14, in exceptionally good condition; £425. [224]

JAMES SIMPSON (T.C. MOTORS, Ltd.), 294, Brampton Rd., S.W.3, Ken. 9464. [2240]

1936 Rover 14 saloon, immaculate condition; £325.—Herbert & Mills, Church Rd., Ashford, Middx, Tel. 2960. [1169]

1947 Rover 14hp 4-light sports saloon, blue, blue leather, 17,000 miles, one owner, very well kept; £1,095. [1974]

ASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10, Ladbroke 1231/2. [1974]

1935 Rover 14 saloon, black, in exceptionally good condition throughout; bargain; £200.—Wennoe, Court Motors High Rd., Wembley, Tel. Arnold 5241. [5063]

1936 Rover 14 streamline saloon, black, coachwork good for age, chassis very good; £220; available after May 16.—Harris-Mayes & Co., Ace of Herts Garage, Watford, Herts, Tel. 4026. [1986]

1938 Rover 14 saloon, mechanical overhaul just completed, performance above criticism, most attractive coachwork, well preserved interior hide, genuine car, fully guaranteed, same careful hands long period, fine example, exceptional value, 4350s; terms, exchanges.—Home & Overseas Motors, 160, Finchley Road, N.W.5, Hampstead 0087-8-9. [2161]

ROVER 16
DAVY offers:—
ROVER 16 6-light saloon, 1947, as new, 12,000 miles; £1,295. [1384]

DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8, Western 6493. [1384]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 10, Grosvenor St., W.1, Grosvenor 4141. [12086]

OFFER the following:—
1939 Rover 16 sports saloon, one owner; £545; any trial or examination.—Can be seen and tried at 47, Sloane St., S.W.1. Tel. Sloane 9288. [2186]

1947 (July) Rover Sports sal., 3,000 miles, black, fawn int.; £1,375. [1375]

1947 (July) Rover 4-light Sports sal., 7,000 miles, grey, blue leather, as new; £1,235.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3338. [1427]

1938 Rover 16 saloon de luxe 6-light, in black with brown leather upholstery, one owner, 6575. [1575]

W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [1575]

1947 (May) Rover 16 saloon, grey, one owner, radio, heater, etc., recently checked over by Rovers, unmarked; £2975.—J. H. Inwards, Ltd., High St., Ruislip, Tel. 3033-4-5. [12086]

£1195—Rover 16hp sports saloon, black, with blue leather, 15,000 miles, H.M.V. radio, licensed December, 8 most as new.—36 & 38, Upper Richmond Rd., Putney, Tel. 4591. [19278]

1947 (December) 16 sports saloon, grey, red leather, radio, 14,000 miles spare wheel unused, £1,250.—University Motors Ltd., Stratton House, 80, Piccadilly, London, W.1, Grosvenor 4141. [12087]

£435—Rover 16 saloon this car is 1937 but a really wonderful specimen cellulose blue and unmarked, engine and chassis really 100% condition; all very good tires and guaranteed for 3 months terms, exchanges.—Birkett Motors Ltd., 121, Barking Rd., E Ham Grangeview 4314. [19875]

ROVER 60 & 75
1949 Rover 75 sports saloon, grey, 5,000 miles; £1,521.—E-skine, Tooting 3503. [2007]

ROVER 60 & 75
TOM GARNER, Ltd., offer
1948 Rover 75 sports saloon, black with grey leather, radio, etc., 7,000 miles. [1445]

1948 Rover 60 sports saloon, stone with grey leather, 4,000 miles only. [1445]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9263-6. [1445]

PHILIP RICKARDS, Ltd., offer:—
1948 (Nov.) Rover 75 sports saloon, 6,000, one owner.—4, Brick St., Park Lane, London, W.1, Gros. 4772-3. [1568]

WARWICK WRIGHT, Ltd., offer:—
1948 Rover 75 six-light saloon, black, red leather, 8,000 miles, £1,575. [1568]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. [1943]

WADDINGTON MOTORS, Ltd., offer:—
1948 (Oct.) Rover 75 6-light saloon, 10,000 miles, one careful owner loose covers fitted since new, unmarked, £1,450.—Fortun: Green Rd., N.W.6, Ham. 2211. [1496]

1948 Rover 75 sports saloon, green, 6,900 miles, owner deceased; £1,485. [12115]

HARRIS MAYES & Co., Ace of Hearts Garage, Watford, Tel. 4026. [12115]

6000—1949 Rover 75 sports saloon.—Ernest Sutton, Cleve Hill 95 (Cheltenham) (Trade enquiries only please.) [1501]

ROVER 75 late 1948, immaculate condition, fitted with H.M.V. radio and heater, colour maroon £1,375; open to any inspection. [1501]

HOLDSTOCK ENGINEERING, Ltd., Canterbury Rd., Sittingbourne, Kent, Tel. 832 and 833. [1560]

1948 Rover 75 6-light sal., 11,000 miles, black, red leather, as new; £1,450.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3338. [1426]

1948 (July) Rover 75 sports saloon, black, one owner used since new on half duty licence (basic petrol only), mileage negligible, literally as new; £1,475. [15156]

DOBSON, Ltd., Rover Agents, Staines, Middlesex, Tel. 801. [1646]

1948 Rover 75 model saloon, black, green leather upholstery, 8,000 miles, one owner, as new.—Godfrey Davis, Ltd., Neasden Lane N.W.10, Gladstone 6474. [15156]

1948 (March) Rover 75 6-light saloon, guaranteed mileage 9,000 only, one private owner, finished black, green leather upholstery, absolutely in new condition throughout; offered with written guarantee, trade enquiries welcomed. [15156]

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2, Tudor 2301-2 [6391]

ROVER MISCELLANEOUS
HENLYS, Ltd.
ENGLAND'S Largest Rover Distributors.
SELECTION of all models at attractive prices. [10029]

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287) [10029]

HENLY House, 385, Euston Rd., N.W.1. (Euston 4440) [10029]

DEPOTS at:—
MANCHESTER (Blackfriars 7843). [10029]

BRISTOL (Bristol 21326). [10029]

BOURNEMOUTH (Bournemouth 6314). [10029]

NORTHAMPTON (Northampton 907). [10029]

CAMBERLEY (Camberley 77). [10029]

STREATHAM (Streatham 7751). [10029]

HOUNSLOW (Hounslow 3454). [10029]

FINCHLEY (Finchley 0081). [10029]

GREAT WEST RD. (Ealing 3477). [10029]

CAMDEN TOWN SERVICE STATION (Gulliver 4141). [10029]

HENLYS, Ltd., England's Leading Motor Agents. [10029]

DICKS CAR SALES offer:—
1939 Rover 16 saloon, chauffeur maintained; £550. [1936]

1939 Rover 14 saloon, very carefully used; £545. [1936]

1936 Rover 14 saloon, just fitted reconditioned engine; £295. [1936]

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6388-9. [1936]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [1569]

GORDON CARS (LONDON), Ltd., 1949 Rover 60 saloon, 400 miles only.—Below. [1569]

GORDON CARS (LONDON), Ltd., 1947 Rover 12 saloon, 7,000 miles, positively as new.—Gordon House, 375, Euston Rd., N.W.1, Euston 6611. [1506]

ROVER Cars Wanted
C. THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971]

HENLYS, Ltd.
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287) [10029]

HENLY House, 385, Euston Rd., N.W.1. (Euston 4440) [10029]

GREAT WEST RD. (Ealing 3477). [10029]

CAMDEN TOWN SERVICE STATION (Gulliver 4141). [10029]

HENLYS, Ltd., England's leading Motor Agents. [10029]

ROWLAND SMITH'S, the Rover buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0985]

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. [16138]

WANTED, post-war Rovers, all models.—Send details to: [10645]

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7, Tel. 41014-5. [10021]

URGENTLY required, good pre-war Rover.—Hatfield, 154, St. Tichfield St., W.1, Lusham 0012. [16138]

POST-WAR Rover required, cash payment.—Morley, 54, Streatham Hill, S.W.2, Tulse Hill 4488. [10858]

WANTED, Rover 75 saloons, urgent.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. [1763]

ALBONS of Barking purchase for cash post-war Rovers.—105-7, Longbridge Rd., Barking, Tel. Rippleway 1235. [10645]

BLAKES, Rover agents, will purchase any non-Covenanter Rover car.—110, Bold St., Liverpool, 1, Tel. Royal 6622. [17736]

JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington Surrey, Wallington 6677-8. [16763]

URGENTLY wanted, good condition Rover cars.—60 and 75; distance no object.—Hattsons, Lord St., Southampton, Tel. 2268. [10800]

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2, Tudor 2301-2. [17396]

ORDER your new Rover from Albert Farnell, Ltd.—and be assured of prompt and efficient service.—75, Marnham Lane, Bradford, Tel. 28827-8. [10213]

URGENTLY wanted, good condition Rover cars.—Brown's Garage, 3 mins. Loughton Tube Station, 199, High Rd., Loughton, Essex, Loughton 4119. [12441]

DAVID ROSEFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [10554]

CAMDEN MOTORS require to purchase Rover saloons with drop heads of all horse-powers in good clean condition, 1938-40 and post-war; write call or phone, stating price required. [17522]

CAMDEN MOTORS, Ltd., the best Rover buyers, Lake St., Leighton Buzzard Beds, Tel. 2381 and 3115. [17522]

RAYMOND WAY the hire-purchase specialists, are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 (10 lines). [15843]

Rover Spares and Service
R. P. POWELL (MOTORS), Ltd., East London main dealers for Rovers and service and spares.—1481, Romford Rd., Forest Gate, E.7, Maryland 4818-9. [10403]

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8, Tel. Blackfriars 2302. [10554]

R. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Aco 1681. [10268]

CAR MART, Ltd.
SINGER
SINGER 10, 1949 saloon 3,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [19805]

J. DAVY offers:—
NOVEMBER, 1947, Singer 10 de luxe saloon, excellent condition; £625. [8922]

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8, Western 6493. [8922]

WADDINGTON MOTORS, Ltd., offer:—
1939 Singer 9 saloon, unmarked, full basic from last December, taxed; 2900s.—Fortune Green Rd., N.W.8, Ham. 2211. [14026]

1947 Singer saloon, colour maroon, taxed year; £525. [14026]

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter Street 121. [1767]

£525—1947 Singer 10hp de luxe saloon, black, brown upholstery, radio; 21,000 miles. [1767]

£245—1939 Singer 9hp saloon, superb body; terms, exchanges; three months' guarantee; free demonstration within 100 miles. [1877]

MARKIN & HARRISON, 492-6, Chiswick High Rd., Chiswick 0558-2619-6331. [1877]

149—1935 Singer 9 coupe, excellent condition, Autospine, 5, Balham High Rd., Balham 1509. [1933]

1949 Super 12 Singer saloon, 5,900 miles only; £859.—Sharwood Motors, Ltd., 32 Uxbridge Rd., W.5, Ealing 1475. [1939]

295—Singer 9, Oct. 1939, sports roadster, black red leather, new hood, good condition; terms, exchanges.—Rowland Smith, below. [1939]

195—Singer 9, 1935, Le Mans sports 4-seater, red, year's tax; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2238]

SINGER 12hp, 1948-9 model, black, one owner, radio, sunshine roof, perfect condition, as new; £750 or near offer.—Tel. Temple Bar 5269 office hours or write Box 4122. [1459]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER
10 hp saloon, 1948, black and red, 6,000 miles, finished black, condition as new; £675.—Recommended by Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. [2102]

1939 model Singer 9 Roadster, genuine 13,000 miles, black and red, very clean, new engine and gearbox, very highly recommended; £350.—Apply Walter White Engineers, Ltd., 5 and 6, Malvern Mews, Kilburn, N.W.5. [1941]

Singer Cars Wanted

C
M
R
R
THE CAR MART, Ltd., wish to purchase Singer cars.—150, Park Lane, W.1. Grosvenor 3434. [0719]

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0998]

CASH immediately for good Singer.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1628]

RAYMOND WAY, the hire-purchase specialists, are still buying Singers, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maids Vale 6344 (10 lines). [3128]

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754]

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs, and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2. [0996]

SINGER spare parts for 9 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glou.—Alens of Bristol, Berkeley Square Bristol, 8, Gloucester. [0217]

SPORTS CARS

BLAKES,
THE Northern Sport and RACING CAR Specialists,
BOY and sell racing and sports cars of all types; specialists in vintage Bentleys; write for lists and quotations.
J. BLAKE & Co., Ltd.
110, Bold St., Liverpool.
ROYAL 6622. 'Grams: Autocar, Liverpool. [4000]

CHARACTER CARS offer:—
BUGATTI Type 35 2-litre, single cam unblown. This ex-Seaman car, now fully road equipped, will run on Pool and give 23+ m.p.g. and 90+ m.p.h. There is not an oil leak on the car and it even has mats in its cockpit. In superlative condition throughout and taxed at £10 p.a. Taylor Cup winner (for condition) at B.O.C. Prescott, 25/4/50. [1561]

AGONDA 1932 2-litre Vanden Plas 4-seater, in really well preserved and quite original condition. Number 141 on Agonda Register. Two spare wheels, 7 nearly new tyres, spare gearbox. [1561]

ALFA-ROMEO 1934 1.750 c.c. supercharged drop head coupe, £10 tax. [1561]

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately. [1561]

CHARACTER CARS, 124-126, Haydon Rd., Wimbledon, S.W.19. Liberty 6285-6. [2285]

B & G. MOTORS, offer:—
£190—Riley 9 Lync open sports 4-seater, txd. December, new side screens, immaculate condition, excellent tyres, knock-on wheels. [1561]

£185—A very fine example of this popular marque. [1561]

£165—Riley 9 (March) special open sports 4-seater, taxed, polychromatic finish, slab can't quite fillers, etc., sound as a bell. [1561]

£155—Austin 7 Nippy open sports 2-seater, cream, mechanically exceptional, oil consumption negligible, excellent tyres, hood and screens. [1561]

£138—Singer 9 open sports 4-seater, very smart, fast, little car. [1561]

£120—Wolsley Hornet EW special competition type 2-seater, scarlet and chromium, two spares, twin cars, 4-speeds, excellent tyres, large spade, etc., really goes like the wind. [1561]

B & G. MOTORS, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [1641]

SCUDDER & WALL offer:—
1928 6½-litre Bentley, in perfect mechanical order, with new body, hood and tonneau; this streamlined motor is a very cleverly disguised commercial vehicle and though apparently a 2-4-seater, it has a colossal carrying capacity for goods; tax is £25 yearly and being a commercial vehicle it runs on red petrol, £200 or less. [1561]

1934 Talbot 75 18hp 4-door saloon, sun roof, excellent engine and tyres, coachwork by Darracq, £125. [1561]

W and sports cars.
OPEN all day on Saturdays. [1561]

PART exchanges welcomed.—33, Marylebone Lane, Wignome St., London, W.1. Welbeck 8065. [2158]

RAYMOND WAY, the hire purchase specialists! [1561]

RAYMOND WAY, of Kilburn [1561]

50 sports cars of all types under £300 [1561]

5% discount for cash customers. [1561]

CARS and motor cycles wanted in part exchange. [1561]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds. Kilburn Park Station, Bakerloo Line). [1577]

3-litre Blue Label Bentley 4-seater tourer; £180; on view London.—Box 4189. [1963]

1931 open 4-seat Blower 2-litre Lagonda; £280; or exchange 1½-litre saloon.—Box 4119. [1452]

£195—Rolls-Royce Phantom II, tourer.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1687]

SPEEDSTERS, Ltd.—The finest sporting cars in the country. [1561]

SPEEDSTERS, Ltd.—1940 series speed model type C. Aston-Martin, registered June, 1939, atomic streamlined 2-seater body, black and grey, bronze wheels, hydraulic brakes, Scintilla Vertex, Scintilla lighting and starting, road tested by us at 109 mph, about 25 mpg, new battery, good tyres, very rare car. [1561]

S model, 4½-litre, ex-Lance Macklin, rebuilt and re-registered July, 1949, brand new 3-seater open body in blue and silver; we understand that about £1,200 was spent in the rebuilding, whole engine and forepart chromed or burnished, tested by us at 112 mph, about 22 mpg, a truly wonderful car. [1561]

SPEEDSTERS, Ltd.—Alfa-Romeo supercharged twin camshaft 1½-litre, completely rebuilt from the Campari single-seater, now fitted with particularly attractive 2-seater body in Alfa red, by James Young, special racing engine, 120 mph on pool, receding radiator, disappearing hood, all new tyres, everything tight and sound. [1561]

SPEEDSTERS, Ltd.—Alfa, Aston, Bentley, Bugatti, Singer, Vauxhall, Jaguar, Mercedes, M.G., Mineve, etc. [1561]

SPEEDSTERS, Ltd.—Offices at "Old Straddles," Cross Oak Lane, Salford, Mr. Redhill, Surrey. Horley 628. 28 minutes from Victoria. [1728]

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:— [1561]

1947 H.R.G. 1½-litre aerodynamic 2-seater Conqueror d'Elegance inner, outstanding. [1561]

1935 Alfa Romeo 2-seater, choice of £115 and £140; 1925 M.G. bullnosed saloonette, amazing condition, one owner, director of Morris Garages, £150; 1936 Renault 1½-litre drop head, fourseater, £161. [1561]

1930 Riley 3 2-seater with dickey, £25; 1934 Vauxhall 14 tourer, £155; 1931 Wolsley Hornet 2-seater, £120; 1933 Wolsley Hornet special 1½-litre, £160; 1932 1½-litre Bugatti 2-seater, f.w.b., £160; Brooklands Morgan J.A.P. 3-wheeler, 96mph on Pool tested, rebuilt hydraulic brakes, as good as new, £200; 1930 Armstrong Siddeley drop head coupe, £50; 1930 Riley 3 2-seater with dickey, £25; choice of 5 Riley 9 Monaco; immediate insurance; hire purchase on all cars; regret cannot cope with written enquiries. [1561]

£350—Siddeley Special 5-litre sports saloon.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1973]

AGONDA 2-litre 12hp 4-spr. tourer, unused since new hood, tonneau cover, respayed red, £195.—St. Anne 2957 before 9 a.m. Box 3911. [1927]

£195—1937 Austin Nippy sports special 2-seater, fitted Ford 8 engine, rear tank and twin spares, terrific performance, good tyres; an enthusiast's car. [1561]

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2191]

CHOICE of two 1949 M.G. T.C. models, black and red, under three thousand miles, 1954 Model, 1500 cc. miles both cars in immaculate condition and bear our full guarantee for three months. [1561]

H. A. SANDERS, Ltd.—Radlett, Herts. Tel. Radlett 6167 & 5840. [1477]

MERCURY Special, ex-Onslow Bartlett successful sprint and trials two-seater, Offenhauser heads, twin carburetors, 1949 registration, full equipment; any trial.—Day, Great Tong, Headcorn. [1456]

ANGIA 1930 Daimler 32hp 72,000 miles, just overhauled, excellent condition; full petrol; £265.—Haddfield, 16, Purbrook Ave., Watford. Tel. Garston (Herts) 2736. [1561]

12hp a/c M.G.; this car has been completely rebuilt, has I.F.S., 16in wheels, etc., and is in as new condition; suitable for trials, sprints and normal motoring; £375.—Mallalieu, 219, Wellington Rd. North, Stockport. [1399]

£195—Special J3 M.G., in exceptional condition, a twin spares, Scintilla, racing 12in brakes, external exhaust, etc., coupons from Jan. 1st, open A.R.C. inspection, Maids, Tower Villas, Frinton-on-Sea, Tel. Walton 218. [1954]

SHORT-CHASSIS 2-seater V.8 special, £10 tax; fitted new Mercury engine; tough trials and fast road; slight new tyres, 12in wheels, 4-speed, 12in twin carb, and manifold; also spare 3.622cc Ford V.8 engine, used but sound; reason for sale, got 500.—Leigh, 104, Mossley Rd., Grasscroft, Oldham, Lancs. [1798]

£375 coupe, beautiful condition throughout; £175. 1934 Wolsley Hornet E.W. special fourseater coupe, over-size wheels and tyres, exceptional condition; £135. Wolsley Hornet E.W. special open sports 4-seater; £105. Austin 7 open 4-seater, very nice condition and good hood, etc.; £95. Morris 8 special sports 2-seater; £75. Riley 9 open 4-seater tourer [1561]

ALTON GARAGE, the Alvis People, 17, Brook Mews North, Craven Rd., Paddington 3952, 4710. [11034]

DIESEL engine Daimler 1932 Double-Six, chassis fitted by competent engineers with new Perkins P.6 engine, Daimler fluid flywheel and presselector gear box. Gurney-Nutting close coupled sports saloon body of most striking appearance, body and chassis in perfect condition, mileage since conversion 2,000; seen London area by appointment. £950 or reasonable offer.—Box 4124 [1474]

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, have pleasure offering a special 2-seater sports JBM, basically a Ford V.8 chassis rebuilt and fitted with new Mercury 32.5hp engine with approx. 8 to 1 compression and which has done a negligible mileage, 3.5 to 1 rear axle ratio, attractive offset racing type body with single screen, £10 tax, offered at fraction of cost of construction; £375 (photo available) also under Alvis. [1561]

USED cars and commercial vehicles of all types in stock, let us know your requirements; Ford 8s and 10s urgently wanted. [1561]

FORD House, New Rd., Dagenham. Rainham 770 (9 lines). [1529]

500cc special two-seater, works T.T. Rudge engine with spare barrel and touring cans (winner Bartlett Trophy Lutetate 1949), model Austin chassis with very pretty streamlined, professionally built, alloy body, outside exhaust, dynamo lights, starter, new tyres, battery, seats, in fact everything possible, registered this year, minor jobs to complete, really potent car; sell at far below cost, £135, or exchange open four-seater.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [1970]

SPORTS CARS

ASTON MARTIN Le Mans short chassis; Bugatti Type 51 Grand Prix; Bugatti Type 37 Grand Prix; Bugatti Type 45A supercharged roadster; Hotchkiss Paris-Nice 1936 sports saloon; Hotchkiss Paris-Nice, 1937 2 ½ fixed head coupe; Lagonda Rapide, tailback 4-seater, outside exhausts, September, 1937; Mercedes 540K 1939 model 2-3-seater drop head coupe, ivory; Riley Brooklands competition 2-seater; Delaunay 135M8 1939 model open 2-4-seater, beautiful condition. [1561]

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [1602]

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0998]

PERFORMANCE CARS buy sports cars and nothing else.—Daleham Mews, N.W.3. Hampstead 8707. [1289]

Sports Cars Spares and Service
AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754]

1936 S.S. 16hp sports saloon, perfect condition; £540.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [1660]

195 gms.—S.S.1 1935 63hp Airlite sports saloon, black, sliding head, blue leather, 2 spare wheels, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [1223]

S.S. Cars Wanted
ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0998]

CASH immediately for good S.S.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1614]

STANDARD 8
HILLWOOD MOTORS offer:—

1947 Standard 8 saloon, low mileage, car in fine condition, roomy and economical; £485. [1561]

1946 Standard 8, a lively light car in perfect condition, very economical. [1561]

HILLWOOD MOTORS, 565/7/9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [1644]

LAYTONS OF OXFORD offer:—
£540—(1947) late Standard 8hp de luxe saloon, grey with blue leather upholstery, one owner since new, taxed year. [1561]

LAYTONS, New Rd., Oxford. Tel. 3581. [1476]

1947 Standard 8 saloon, grey, low mileage, very nice condition; £495. [1561]

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [1662]

OXFORD—Standard 8hp saloon; £435.—154, Gloucester Rd., S.W.7. Fremantle 0051 [1414]

1937 Standard 8, 24,000 miles.—Johnsons Service Garage, 1a, Midway Avenue, N.1. Canonbury 6666-7-8. [1892]

Standard 8hp saloon; £420—Vandervell's (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1491]

1947 Standard 8 saloon, grey, heater, any trial or examination, property of doctor; £450.—Seen Dolphin Square Garage, S.W.1. [1937]

1948 8hp Standard tourer, low mileage, immaculate; £445.—Le Grice Estate, 107, Old Brompton Rd., S.W.7. Kensington 2477. [1481]

1939 Standard 8 open 4-seater, very good condition; £260.—Smith & Hunter, 3/6, Kensington High St., W.14. Western 2312. [1456]

£325—Standard 8 1939 drop head coupe, road hood, leather interior, almost unused, mechanically excellent, choice of 3, many others. [1561]

B 5066-7, Mon. to Sat. 9-6. (50 vds Holland Park Tube). [1561]

1939 Standard 8 saloon, black, in very good condition throughout; bargain, £275.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [1395]

WALTER SCOTT, Ltd.—1948 Standard 8 saloon, black, 13,000 miles; one owner; as new; £465.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [1976]

1946 (June) Standard 8 de luxe saloon, beige, leather upholstery, sliding roof, low mileage, taxed year, one owner, in perfect condition, 3 months' guarantee; £435; terms, exchanges. [1561]

GEE CARS, Ltd., 60, Queenstown Rd., S.W.8. Tel. Macaulay 5363. [7844]

395 gms.—Standard 8, Dec 1946, tourer, grey, blue leather, moderate mileage, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [12240]

STANDARD 10
£135—1934 Standard 10 4-door de luxe saloon, black, good runner, clean condition; bargain. [1561]

B 180-184, West End Lane, N.W.6. Hampstead 6490. [2190]

ANY trial.—1930 Standard 10hp four-door saloon, taxed end June, full insurance and petrol; £75.—84, Blackien Rd., Sidcup, Kent. [2001]

STANDARD 10hp de luxe saloon, 1936/7 model, grey, taxed year, good condition; £225.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221-2. [10395]

1937 Standard 10 saloon, grey, in very good condition throughout; £260.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221-2. [12223]

STANDARD 12
GUY SALMON AUTOMOBILES offer:—

1947 Standard 12 saloon black with brown leather, nominal mileage; £695.—Portsmouth R.1, Thames Ditton, Esherbrook 4345. [1931]

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—
1939 Standard 12 de luxe sun saloon, i.f.s., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Herts 1631. [3963]

1948 (September) Standard 12 d.h. coupe, one owner, well kept car, H.M.V. radio, etc. £700.—Elsar 6680. [2209]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 12

GATEHOUSE offer 1948 Standard 12 saloon, as new; £775.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Motorview 444.

1938 Standard 12 saloon, black, excellent condition throughout, an ideal family car; £325.

B. MOTORS, 536, New Cross Rd., London, S.E.4. Tideway 3779.

1937 Standard Flying 12 de luxe saloon, guaranteed; £215; payments—Oldfield, 4, Russell Gdns. Mews, Kensington, Park 7780.

1938 Standard 12 de luxe saloon, green, sun roof, green leather, all new tyres, very carefully used motor car, appearance as new; £295.

D. OUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352.

1937 Standard Flying 12 saloon. A really good car.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234.

1937 Standard 12hp, maroon, a really nice car; £295.—R. E. P. Garages, Ltd., 502-6, King St., Hammermith, W.6. Riverside 281-2.

£350.—Standard 12 1938 Flying 12, 4-dr., leather upholstery, sliding roof, really excellent condition throughout, recently overhauled; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, Park 5066-7. Motor to Sat. 5-6. 150 yds Holland Park Tube.

1937 Standard 12 saloon de luxe, finished in blue with leather upholstery, completely overhauled, sprayed, £295; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051.

1948 (September) Standard 12 drop head 4-seater, coupe, grey and chromium, blue leather, particularly attractive car of immaculate appearance; offered with written guarantee at £795; exchanges, terms.—H. F. Edwards, 28, High St., Epsom 9400.

STANDARD 14

BASIL ROY

1947 Standard 14hp saloon, black, leather upholstery, very nice condition; £695.—161, Great Portland St., W.1. Langham 7733.

STARNES MOTORS offer:—

£675.—14hp 1947 (May) Standard drop head coupe, black with green leather, 17,000 miles, excellent order and condition.

£725.—14hp 1948 Standard saloon, grey with blue leather, fitted Radiomobile, loose covers, spot lamp, 17,000 miles, immaculate.

STARNES MOTORS—Standard sales and service specialists, 102, Cricklewood Broadway, N.W.2. Gladstone 2480.

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 saloon, black/green, radio, heater, 8,000 miles; £825.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024.

1947 Standard 14 drop head four-seater coupe, black, red leather; £745.

GEORGE MEEHAN & Co., 369, Euston Rd., N.W.1. Euston 4466.

STANDARD 14hp de luxe saloon, first registered in September 1948.—A. Stratford, Leighton Buzzard, Bedfordshire.

1947 (June) Standard 14 black saloon, brown leather, one owner; £700.—Kirk, Sheaves, Loxwood, Sussex.

1948 Standard 14hp saloon, black, brown leather upholstery, 4,400 miles, radio, absolutely indistinguishable from new; £820.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 1360.

1948 Standard 14 saloon, beige, one owner, genuine 15,000 miles; £750.—John Gray, 20, Hermitage Lane, N. Well 1122.

1948 Standard 14 de luxe, with heater and radio, recent tyres, new 1950 engine, entirely equivalent new car; £795.—Box 4163.

STARNES MOTORS offer:—1939 Standard 14 touring saloon black, just fitted factory engine, written guarantee—5 Warren St., W.1. Euston 4110.

1937 Standard 14 black saloon, in guaranteed condition, p.p. terms arranged.—E. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954.

1948 Standard 14 saloon, black, one owner, £700.—A 17 yds in first instance to Iron Bridge service Depot, Southall 2355, who will demonstrate on owner's behalf.

1948 (Sept.) Standard 14 drop head coupe, black, 11,000 miles, immaculate car; £795.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185.

FLYING STANDARD, 14hp, 1937, blue, 5 new tyres, new carpets, recellulosed, 1st class condition; taxed December; £300.—Taylor, Bromwood, Netherline Lane, Merstham, Download 1467.

1939 Standard 14, immaculate condition throughout, one owner car from new; £385.—Collindale Service Station, 155, 157 and 159, Edgware Rd. N.W.9. Tel. Collindale 619.

1948 14hp Standard saloon, one owner, 8,000 miles, black with blue leather upholstery, a genuine and most carefully maintained motor car; £835.—R. F. Funnell, Ltd., Bushey Heath, Herts. Tel. 1625.

1938 Standard 14hp 4-cyl. 4-door de luxe saloon, recently recellulosed in metallic grey, interior in green real leather, carpets as new, battery as new, engine completely overhauled including reground crankshaft, new pistons and new pistons, this car does not use oil and does not smoke, any trial or examination; taxed, drive away or delivery arranged; £275.—1, Bentley Rd., Manchester. 21 Tel. Cho. 1288.

STANDARD 20

STANDARD 20 1937 saloon, black, excellent condition throughout; taxed; bargain £275.—Apply Box 4155.

STANDARD VANGUARD

PHILIP RICKARDS, Ltd., offer:—

1949 Standard Vanguard, grey, 9,900, radio, heater, perfect.—4, Brick St., Park Lane, London, W.1. Gro. 4772-3.

WARWICK WRIGHT, Ltd., offer:—

1949 Standard Vanguard saloon, steel grey, grey leather, 7,000 miles; £1,025.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.

STANDARD VANGUARD

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4444.

STANDARD Vanguard saloon, colour bronze, brown leather, complete with radio, first registered March 1949, mileage 9,900; £995.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4444.

VANGUARD (April, 1949) black saloon, radio and heater, low mileage, taxed; £925.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289.

1949 Standard Vanguard, metallic grey and blue, fitted radio and heater, low mileage; £950.

TIMMS MOTORS, Colnet Rd., Upper Richmond Rd., S.W.15. Tel. Putney 8667.

1949 Standard Vanguard, 10,000 miles, radio, leather, careful owner; £925.—Barlett, 27a, Pembridge Villas, W.11.

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8.

1949 Vanguard de luxe saloon, radio, heater, leather, 4,000 miles.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557-6970.

1949 Standard Vanguard, leather, mileage 7,500, immaculate, taxed December; £935.—Bruce France, 8a, Cromwell Mews, South Kensington, W.8. Tel. 5795.

1949 (March) Vanguard saloon, 10,000 miles only, fitted heater, radio, leather upholstery, immaculate; £925.—Phillip Foster, 106, High St., Uxbridge, Tel. 1202.

1949 (May) Standard Vanguard van, fitted wireless and heater, 9,000 miles, coachpainted silver blue and black, private and commercial licence for year; as new; £795.

A. BLACKBOROW & Co., Ltd., 71, Cadogan Lane, London, S.W.1. Sloane 6754.

1949 (April) Standard Vanguard, 11,000 miles, radio, grey, with red cloth, upholstery, first-class condition; £895.—Corbett & Taylor, 22, Conduit Mews, W.2. Amb. 6049.

1949 Vanguard saloon, 4,250 miles, metallic green, red cloth upholstery, H.M.V. radio, heater, quite faultless; £995.—H. A. Saunders, Ltd., 144, Golders Green, N.W.11. Speedwell 0011.

1949 Vanguard grey, 9,000 miles, radio and heater; £875.—Acres Autos, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4 (2 minutes from Clapham North Underground). Tel. Macaulay 5762 and Mal. 2675.

1949 (April) Vanguard, finished green with red upholstery, radio, heater, and full equipment, 3,000 miles; £995; trial and part exchange enquiries, welcome; G. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulise Hill 4488.

STANDARD MISCELLANEOUS

CAR MART, Ltd.

STANDARD 14, 1948 saloon, 5,000 miles; £850.

STANDARD 14, 1947 saloon, 16,000 miles; £715.

STANDARD Vanguard 1948 saloon, radio and heater, 6 months' guarantee.—Car Mart, Ltd., 320 Euston Rd., N.W.1. Euston 1212.

CARRS AUTO SALES, Ltd., Croydon-Purley area distributors, always have low-mileage Standard and Triumph cars available.—Croydon 6088.

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, Kings Rd., S.W.3. Tel. Fax 4901-3.

TANKARD & SMITH, Ltd., offer 1938 Standard 9 saloon, in blue with blue leather to match, clean little car, in very good mechanical condition; £275; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1939 Standard 8 work and interior condition very good, mechanically sound; £325; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1939 Standard 8 saloon, in black with blue leather, excellent condition throughout; £325; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1939 Standard Super 12 saloon, in bronze opalescent finish with brown leather, one owner since new, very nice condition, I.F.S. twin horns, etc.; £435; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1939 Standard Super 14 saloon, in black with brown leather, very large, comfortable car, in exceptional condition, recent complete engine overhaul; £465; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1946 Standard 8 saloon, in black with beige upholstery, genuine 19,000 miles only, very clean indeed; £435; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1947 Standard 8 drop head four-seater coupe, in grey with blue upholstery, genuine 14,000 miles, very attractive little car; £475; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1949 Standard 14 saloon, in black with brown leather, genuine 22,000 miles only, unmarked; £700; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., 198, Kings Rd., S.W.3. Tel. Flaxman 4901-2-3.

Standard Cars Wanted

C THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.

CASH immediately for good Standard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012.

POST-WAR Standard required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulise Hill 4488.

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5242.

Standard Cars Wanted

R ROWLAND SMITH'S, the Standard buyers.—Hamstead High St. (Hamstead Tube). Ham. 6044.

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southampton. Tel. 2268.

STARNES MOTORS, 105, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480.

URGENTLY wanted, good condition Standard cars.—Brown's Garage, 3 minutes Loughton Tube Station, 190, High Rd., Loughton, Essex. Loughton 4119.

Standard Spares and Service

S & T SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distribution, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds) Ltd., New York Rd., Leeds, 2. Tel. 29439.

STANDARD and Triumph spares, sales and service.—R. Martin, Standard House, Highgate Village, N.6. Mountview 3413.

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Gardens, N.5. Canonbury 6190.

STANDARD spares for all models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322).

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, 10, Grimsby 561.

ROCKHURST GARAGE.—Harrow agents for Standard Triumph; sales service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsby 561.

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911); full range of spares; phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kent. Tel. 5151.

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182.

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 137-149, Widmore Rd., Bromley, Kent. Tel. 3456-7-8-9.

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Av., Finchley, N.3. Finchley 5908-9.

STUDEBAKER

J. MARSHALL offers:—

1936 Studebaker 26hp 4-door saloon, free wheel and overdrive; £225.

J. MARSHALL, 669, St. Albans Rd., Watford. Tel. Garston 2366.

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker. Wembley 3903.

Sunbeam Spares and Service

CROWN wheels and pinions for all Sunbeam models, state ratio.—Barlow & Chidlaw, Ltd., Pendleton, Manchester.

SUNBEAM-TALBOT

CAR MART, Ltd.

SUNBEAM-TALBOT 90, 1946 sports saloon, 5,000 miles; £1,285.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434.

DICKS CAR SALES offer:—

1939 Sunbeam-Talbot 10hp sports saloon, very carefully used; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9.

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, silver green, buff leather, 2,000 miles; £1,225.

1949 Sunbeam-Talbot 90 saloon, black, buff leather, 5,000 miles; £1,325.

1949 Sunbeam-Talbot 90 left-hand drive saloon, grey, 7,000 miles; £1,135.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.

GUY SALMON AUTOMOBILES offer:—

1949 Sunbeam-Talbot 90, 14,000 miles, carefully maintained; £1,195.—Portsmouth Rd., Thames Ditton, Esherbrook 4343.

1949 Sunbeam-Talbot 90 saloon, black/brown, 8,000 miles; £1,025.—Erskine, Totton 3503.

£785.—Sunbeam-Talbot 2-litre saloon, 1947, silver grey, always carefully maintained and in mint condition throughout, new tyres.

ARMITAGE MOTORS (WESTMINSTER), 213-219, A Broadway, Wimbledon and Wilton Mews, S.W.1. Liberty 4390.

GORDON CARS (LONDON), Ltd., 1946 Sunbeam-Talbot 10 sports tourer, black, 12,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

1949 type 90 saloon, finished bronze, red hide upholstery, 8,000 miles, fitted radio, one owner; £1,245.—H. A. Saunders, Ltd., 144, Golders Green, N.W.11. Speedwell 0011.

1948 Sunbeam-Talbot 10 touring car, one owner, gunmetal finish, mileage 19,000, immaculate condition; £795 or near offer.—Dixon, Garage, 134, West Hill, Putney, S.W.15. Putney 0396.

TRIUMPH

Sunbeam-Talbot Cars Wanted

Unbeam-Talbot Spares and Service

TALBOT

1949 Triumph 2000 Roadster. One owner, new condition; £995.—161, Great Portland St., W.1. Langham 7733. [9605]

1948 Triumph 1800 Roadster, black, excellent condition: £835.—Montroe Motors (N. H. Boswell) 91-7, Epping New Rd., Buckhurst Hill, Essex

1948 (March) Riley 1½-litre utility, 10,000 miles as new: £975.—Bell's Service Garages, 144 London Rd., Kingston-on-Thames. Kingston 1185.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS
AUSTIN A40 Pick Up March 1949, 8,500 miles, immaculate condition, fitted radio, heater, and new canvas tilt. £675.—Gates Motor Engineering Co., Ltd., Brookhurst, Tel. 3357. [1967]
£195—Ridiculously cheap Humber Super Snipe Utility, £10 yearly tax, on red petrol, ex. W.D. first-class chassis and bodywork, an absolute bargain; comprehensive 3 months' written guarantee; hire-purchase, exchanges.
LAMBS OF WOOD GREEN, Caxton Rd., N.22, Bowes Park 4144, 4297. [1865]

UTILITY CARS WANTED
ROWLAND SMITH'S the Utility car buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0994]
CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport, Tel. 2268. [0607]

VAUXHALL 10
WALTON-ON-THAMES MOTOR CO., Ltd., Walton 200. [1522]
1947 (Aug.) Vauxhall 10 saloon; £575.—Grove Motors, North Rd., Southall 3471. [1863]
£365—1939 (reg. 1940) Vauxhall 10 de luxe saloon, black, red hide interior, a very clean vehicle, good runner, good tyres; bargain.
BRAY MOTORS, 180-184, West End Lane, N.W.6. [2136]
1940 Vauxhall 10 saloon de luxe, finished in black with green leather upholstery, immaculate condition; £395; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [1896]

VAUXHALL 12
COOCHCRAFT offer:—
£345—1939 Vauxhall 12/4 saloon de luxe, in exceptional condition throughout, original Castrol certified logbook available showing details of regular servicing, cellulose and general appearance very good, excellent mechanical order, ready for immediate service, A.A. or R.A.C. inspection invited; terms and exchanges.
COOCHCRAFT, Elm Rd., Evesham, Tel. 6539. [1650]

1946 Vauxhall 12 saloon, one owner, excellent condition; £565.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [1680]

1948 Vauxhall 12 black saloon, brown cloth upholstery, 5,000 miles; as new; £195 deposit, balance 1, 2, 3 years.
JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 2276/7. [1775]

£299—1938 Vauxhall 12 de luxe saloon, grey, blue hide interior, very clean throughout, beautiful runner, good tyres; bargain.
BRAY MOTORS, 180-184, West End Lane, N.W.6. [2198]

1940 Vauxhall 12, a recent second engine, sound condition throughout; £375.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [2134]
1947 miles, heater, taxed, insured; perfect condition; price £650.—Tel. Uplands 8638. Wattenden Arms, Old Lodge Lane, Kenley, Surrey. [1973]
175 gns.—Vauxhall 12, July 1934, de luxe 4-door saloon, black, green wheels, sliding head, leather upholstery, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. [2243]

VAUXHALL 14
DICKS CAR SALES offer:—
1939 Vauxhall 14hp saloon, just resprayed; £425.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maids Vale 6889-9. [1949]

1938 Vauxhall 14, excellent condition throughout; £275; seen 1.0.W.—Box 4168. [2036]
1938 Vauxhall 14 touring saloon, splendid condition; £345.—Bowen, Hillside Garage, Edgware Tel. Edgware 4464-5. [18392]

1936 Vauxhall 14 saloon, immaculate, guaranteed; £210; payments.—Oldfield, 4, Russell Square, Kensington, Park 7780. [1670]

1946 Vauxhall 14hp saloon, black and brown, 19,000 miles, in excellent order throughout; £650.—Hyskins, Ladbrooke 1155. [1861]

1947 (June) Vauxhall 14 saloon, black, brown, 16,000 miles, immaculate throughout; £750.—Cambell Symonds, Arnold 2246. [1013]
£715—Vauxhall 14 de luxe saloon, blue, brown leather, nominal mileage, one owner, almost as new.—Robbins, East Putney, Tel. 4581. [2082]

1936 Vauxhall 14 Wingham 4-door cabriolet, completely open or closed; extensive repair bills included; £155.—A.Z. Motors, Palmerston Rd., N.W.6. [1969]
WALTER SCOTT, Ltd.—1936 Vauxhall 14 saloon, black, excellent condition throughout, taxed; £225.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [19785]

VAUXHALL WYVERN & VELOX
CAR MART, Ltd.
VAUXHALL Velox 1948 saloon, 5,000 miles; £925.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1809]

1949 Vauxhall Velox, 6,000 miles; £850.
MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond, Tel. Richmond 4004. [2251]

1949 Vauxhall Velox, black and brown, mileage 4,000, £895; trade enquiries welcomed.
H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821/2. [1703]

1949 (May) Vauxhall Wyvern, black, brown leather, 7,985 miles, immaculate; £875.
G & R GARAGE, Ltd., 33, Victoria Rd., Surbiton, Ebury 4363. [2089]

WYVERN (November, 1948), black, immaculate throughout; £825.—Campbell Symonds, Wembley 6262. [1758]

VAUXHALL Velox (Dec. 1948), heater, extras; offers around £800.—62, Prout Grove, N.W.10, Gladstone 6180. [2016]
1949 Vauxhall Velox, radio, heater, 3,000 miles; £895.—Birckett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. [2106]

VAUXHALL WYVERN & VELOX
VELOX, Nov., 1948, over 800 extras, including Fram, radio, heater, twin fog lamps, tyres excellent; £865.
21, Riggdale Rd., S.W.16, Streatham 3478. [0973]

1949 Vauxhall Wyvern saloon, 2,700 miles, black, beige leather, one owner, in original condition throughout; £875.—Odeon Motors, Ltd., Barnet 4102. [0951]

1949 (Dec. 29, 1948) Vauxhall Wyvern sal., 8,000 miles, black, brown interior, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [1430]

VAUXHALL 24
£60—Vauxhall 23.8hp sal., 1932, T80 model, mechanically sound, £25 spent during last three months.—32, Byron Ave., New Malden, Surrey, Mal. 4441 after 6 p.m. [2011]

VAUXHALL 25
SIMPSON'S MOTORS offer:—
1940 Vauxhall 25 limousine 7-seater, as new; £850.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [0112]

1937 Vauxhall 25 fourseater drop head coupe, like new; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3636. [0950]

£250—1938 Vauxhall 25 de luxe saloon, exceptional condition, reconditioned engine and brakes relined, nearly new tyres.—Great Western Motors, Ltd., 6-8, Highbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [0815]

VAUXHALL 27
1936 27hp Vauxhall 7-seater with division, reconditioned engine, all new, mechanically perfect, very clean car; £365; terms, exchanges.—The Lynch Garage, opp. G.F.O., Uxbridge, Middx. Tel. 122. [0981]

VAUXHALL MISCELLANEOUS
SHAW & KILBURN, Ltd., for Vauxhalls.
IT is important that the car you purchase is in excellent condition throughout.
SLECTION of such modern Vauxhalls at
114, Wardour St., W.1. Gerrard 4363. [0017]

1938 Vauxhall touring saloon, superb condition, choice of two; £325.
BARNES GARAGES, 315, Finchley Rd., London, N.W.10. [0134]

£725—1947 Vauxhall 14hp saloon, 19,000 miles, one owner, as new throughout.
£395—1939 Vauxhall 12hp saloon, impeccable condition, free demonstration within 100 miles.
MAKIN & HARRISON, 492-6, Chiswick High Rd., Chiswick, W.2. [1876]

WAMITON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.
1949 Velox, grey, 11,000 miles, unspratched. [1860]

1948 (registered) 14hp, maroon, in exceptional condition.
1947 14hp, black, 11,000 miles, perfect condition.
1947 14hp, black, 18,000 miles, faultless throughout.
1937 25hp saloon, perfect condition throughout.
1948 12hp saloon de luxe, blue, brown cloth, very

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhalls including latest models.
VAUXHALL and other makes of used cars in good condition, let us know your requirements.—Tel. Uxbridge 737, Gregory's of Uxbridge. [0039]

CRAM BROOKLYN (MOTORS), Ltd., main dealers.
7-15 Peter St., Manchester, 2 (Bla. 9887) always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283]

VAUXHALL CARS WANTED
CTHE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975]

SHAW & KILBURN, Ltd., Vauxhall main dealers.
WILL purchase modern Vauxhall cars.
114, Wardour St., W.1. Gerrard 4363. [0018]

ROWLAND SMITH'S the Vauxhall buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0994]
CASH immediately for good Vauxhall.—H. F. Edwards, 28, Upper High St., Epsom 9400. [1629]

ALMOST new saloon (12 MOTORS), Ltd., required by a 140, Golders Green Rd., London, N.W.11. [0533]
SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Vauxhall Wembley 3903, 18008
POST-WAR Vauxhall required cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0479]

VAUXHALL wanted, J type 1939-48.—Gordon Woodson, 46a, Drewstead Rd., S.W.16. Streatham 8538. [1810]

BROADWAY MOTOR CO. require good second-hand cars of all makes.—3-13, Russell Rd., Wimbledon, Liberty 2494. [0493]

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport, Tel. 2268. [10905]

7-SEATERS private limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [0479]

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Froisher 0063 0929. [1810]

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or phone Paddington 0022. [0699]

VAUXHALL SPARES AND SERVICE
FOR Vauxhall mudguards, running boards, 1937-9.—Brooks, 85, Queens Rd., Brighton. [0391]

VAUXHALL SPARES AND SERVICE
BROADWAY MOTOR CO.
WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.
GEARBOXES, differential units, front suspension, large stocks of Vauxhall spares.
BROADWAY MOTOR CO., 5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Stores: Liberty 6368. Grams Autospare Wimbles, London. [0633]

CAC exchange service.
ALL rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges.
COMpletely rebuilt and tested Vauxhall/Bedford electrical components, dynamos, starters, distributors, etc., exchange at 50% manufacturers' list price.—Croydon Automobile Co., Ltd., main dealers for all repairs to your Vauxhall or Bedford, Bedford House, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205]

EGHAM MOTOR CO. for Vauxhall cars, spares and service.—Egham By-Pass, Egham 131. [0196]

BROMLEY & District.—Cons. Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common, Ravensbourne 2634. [0440]

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0295]

VETERAN CARS
RENAULT, Phoenix, Minerva, Brennbabor, Cadillac, etc., for sale.
WELHAMS, Veteran Car Specialists, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [0201]

FOR sale, 1924 Sunbeam 14hp, in excellent mechanical condition; £50.
TOOGOODS GARAGES, Ltd., Sutton Scotney, Hants. Tel. 351. [1378]

VINTAGE CARS
1924 11.4 vee-front Humber saloon F.W.B., good performance, licensed and insured, spare parts coupons.—49, Newstead Avenue, Mapperley, Nottingham. [0264]

VOLKSWAGEN
COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. [0375]

WILLYS
WILLYS Overland 16-4 cyl. streamlined coupe, 1946 type 25 mpg, £10 tax, £450.—Monckton Motors, 334, Holdenhurst Rd., Bournemouth, Tel. Boscombe 23846. [1060]

WOLSELEY
EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer their facilities when selling used cars.
1949 Wolseley 4-50 saloon, black, grey leather upholstery, 8,000 miles, in immaculate condition.
1947 Wolseley 18hp saloon, black, with brown leather upholstery, 19,000 miles, one owner, very carefully used.
1948 Wolseley 14hp saloon, green, brown leather front, cloth rear, one owner, excellent condition.
1947 Wolseley 14hp saloon, black, brown leather upholstery, 13,000 miles, one owner.
1946 Wolseley 14hp saloon, black, brown leather upholstery, excellent condition, carefully used.
Low mileage Wolseleys are scarce, should your model not be in stock put your name on our used cars register for early notification.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. E (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). [19996]

1948 Wolseley 12 saloon; black with brown; low mileage, carefully used.
NEWNHAMS, Ltd., Hammersmith Rd., London, W.6. Riverside 4646. [18036]

J. DAVY offers:—
MARCH, 1947, Wolseley 12, one owner, as new, 4,000 miles only; £915.
J. DAVY CAR SALES, 9 Logan Place, Earls Court, W.8 and Western 6493. [1601]

CARR BROS., offer:
1948 Wolseley 12hp, can be accurately described as next to new, 11,000 miles only, green cellulose, green leather upholstery, absolutely perfect throughout; £895.—High St., Purley, Uplands 4812. [1549]

JARVIS & SONS, Ltd., offer
1948 Wolseley 10 saloon de luxe, one owner, 16,000 miles, £775; also 1938 Wolseley 25, black with green leather, good tyres, very carefully used; £425.
1938 (reg. 31/12) Wolseley 18 saloon de Ville, 5,000 miles since replacement engine; £495.—Morris House, Morden Rd., S.W.19. Liberty 4656. [2170]

TOM GARNER, Ltd., offer:
1949 Wolseley Four-Fifty saloon, maroon with fawn leather, 11,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [1447]

G. P. (BALHAM), Ltd., offer:—
250 gns.—1940 Wolseley 10 4-door de luxe, paintwork needs recoloring and slight repairs, good runner, genuine bargain.
G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [1551]

JAMES SIMPSON (SALES) offer:—
1947 Wolseley 18, very good condition; £800.
JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 9464. [19924]

CLAND & TABOR, Ltd., offer:—
1939 Wolseley 14 saloon, black, brown leather, low mileage, new throughout; £550.
APPLY North Road Garage, Welwyn. Tel. Welwyn 6180. [1539]

WOLSELEY 8 (Sept., 1946) black saloon (21,000); £510.—Met. 9123. [1406]

39 Wolseley 14, Immac. taxed, ins., £400.—After 8 p.m. 128, Upper Rd., Finsbury, E.15. [0567]

WOLSELEY Hornet Special 4-seater sports, mechanically perfect, new hood nearest £200.—Pal. 1665. [12270]

Autocar

WOLSELEY

Miscellaneous Cars Wanted

R
R ROWLAND SMITH'S, the car buyers.—Hampstead
(Hampstead Tube). Open 9-7 week-days. Satur-
days. Hampstead 6041 (10 lines) 10398

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MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models.
HIGH St., Watford, Herts. Tel. Watford 4491.

WE are cash buyers of all small h.p. post-war or pre-war cars.

THE WARREN MOTOR Co., 353-5, Euston Rd., N.W.1. Tel. Euston 7751.

ALL makes purchased for cash—K & N Motors

EAST SHEEN.—Cresswell's Garage, urgently wish to buy all makes of pre-war cars.—Pro. 2612. [0375]
8 and 10hp cars, 1936 onwards, wanted.—Full details to Jennens Bros. Motors, Ltd., Sutton Coldfield.

PRIDE & CLARKE, Ltd., offer immediate cash payment for any make or model; quotation by return.
-156, Stockwell Rd., S.W.9. Bri. 6251.

RAYMOND WAY, the hire-purchase specialists, are still buying.

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East

HILL, CLAPHAM JUNCTION, S.W.18, BATTERSEA 5272. Open
9-6 p.m. each week-day including Saturday. **[5347]**

ELECTRIC VEHICLES
EMBASSY CAR SALES (ENFIELD).—Main North-East London and County agents for Harbit electric

trucks and vans; a model for all trades; the only electric vehicle to carry a 1-ton payload; full range of 1949 models are available on 2 to 3 weeks' delivery.—For all enquiries and demonstrations apply 9 & 10, Savoy Parade, Enfield. Tel. 2725. 19605

AMBULANCES
AMBULANCES, both new and used, latest designs, immediate delivery.—Lawton-Goodman (Ambulance Makers), 135 Cricklewood Broadway, N.W. 3. Gladstone 2226. [9772]

MOTOR HEARSE
A & S Immediate Delivery: Modern High Quality
 Carriages—Covered Mechanical Guarantee
 Certificate. Details:—
1938 Eighteen Austin 7ft 3in Deck (4-Bearers).
 Immaculate condition throughout. 1962 miles.

AUSTIN Twenty/1938 streamlined 5-door 6-bearer, 1950-Coachwork, lavishly equipped, mechanically certified, bargain.

R and modern Phantoms fitted 1950-Bearer also Deck streamlined quality Coachwork, attractive designs, exclusive equipment, inexpensive. Seen:—Aipe & Saunders, Providence Court, Grosvenor Square, 2941-1820 Mayfair.

A RTHUR MULLINER, Ltd., invite enquiries for the de luxe hearse body they are building on the new Humber Pullman chassis; deck bearer or pedestal type supplied.

B RIDGE St., Northampton. Tel. 907.

15569

MOTOR CYCLES FOR SALE
RAYMOND WAY.
100 new motor cycles, all makes in stock for immediate delivery, also a selection of second-hand solos

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery: superbikes, big bikes, mopeds and combinations; cars taken in exchange.—Raymond Way, the hire-purchase specialists Kilburn Bridge, N.W.6, Maida Vale 6044 (10 lines). (2607)

COMMERCIAL VEHICLES
(Continued from page 80)

MORRIS 10 unregistered ex-W.D. T.11 truck, excellent condition; £275.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [1851]

JOWETT main agents for the Bradford 8-10cwt vans and light trucks.—Saxon Jefferies, Ltd., 32, Wilmslow Rd., Didsbury, Manchester. Tel. Didsbury 1944. 1944A

£220.—Austin 10hp van 1937, reconditioned engine and gearbox, excellent condition, taxed December; a bargain.—Webster, 54, High St., Berkhamsted, Herts. [2259]

1947 Fordson 10cwt van, excellent order throughout, finished in dark blue; £445.—Lyne

Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.3.
Mountview 4401. [596C]

FORD van, 1940, radio and television service work:
mechanically O.K., body bit poor, still in commis-
sion, obtained new van.—Guildford Radio, 24, North St.,
Guildford, Guildford 3615. Offers [1323]

PALMERS MOTORS.—1939 Commer 25cwt van, £225; 1939 Morris 5cwt van, £225; 1942 Ford 25cwt van, £250; the above vans are guaranteed; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890/7087. [2172]

JUNE, 1947, Fordson 3-ton truck, 34,000 miles, excellent running order, requires new tyres, one owner; best offer over £250; can be seen at any time by appointment.—Lewood, Longdown Lodge, Sandhurst, Camberley, Surrey. Crowthorne 2148. [9489]

Commercial Vehicles Wanted
WANTED.—1946-9 Fordson 5cwt and 10cwt vans.—
 Arthur E Gould Ltd. 290-2, Regent St., W.1.
 Langham 1594-5. [0102]
MOBILE CANTEENS, KITCHENS, ETC.

1942 Ford ice-cream mobile canteen, fitted conservers; £250.—209, Northolt Rd., S. Harrow. [1782]

MOBILE shops, kiosks, offices, canteen, fish and chip, ice cream, snack bars and kitchens, vehicles and trailers: from £100: immediate delivery: hire purchase.

trainers, from £100, immediate delivery, hire purchase,
lists & illustrations on application—Lawton-Goodman,
135, Cricklewood Broadway, N.W. 2 Gladstone 2226.
[7222]

NEW AND USED CARAVANS, TRAILERS, ETC.

NEW CARAVANS

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FOR 1950: the new Woodston, manufactured by the Landover Caravan Co., Ltd., of Peterborough, is 14ft 6in long with 2 rooms, double panelled, 6in sprung mattresses, tapestry covered, 1 double bed and 2 single, 2 large wardrobes, chrome windows, Brookhouse hatch and jockey wheel, curtains, gas cooking and lighting, beautifully polished wood furniture, cupboards, lockers, etc., suitable for homes or holidays, and at only £295 ex works; full year's guarantee with each from Staines Road Caravan Co., Rose Farm, Great South West Rd., Hounslow West, Middx. Tel. Hounslow 6790. Open always 11.30 on bus from Hounslow West Underground to Jolly Waggoner, down Woodfield Rd. and turn right. [0009]

A CARAVAN BROCHURE:—
NATURALLY, ex-editor caravan paper living in a van 15 years, with one of U.K.'s largest caravan businesses and selections (all guaranteed), has the best and most brochures and caravan advice articles to send you—free. And the only really large sales site right in the centre of London. Better h.p. terms too. Agent for all the well known makes. So please write only to Head Office:—

A. S. JENKINSON, Bath Rd., Taplow, Bucks. Tel. Maidenhead 3434 (3 lines) 7-note changed number. Easy to reach—right on main A4, Taplow Station 4 mins walk.

LONDON site (equal selection, and ex-R.A.F. manager), 1 Corner Bessley Place and Ebury St., Victoria, S.W.1, Tel. Sloane 9233. (Victoria Station 5 mins walk. Site parallel with Buckingham Palace Rd.) [9634]

WHY Ferraris of London?

BECAUSE only at Ferraris will you find such an assortment of the most wanted caravans at prices you can afford; play safe, call at the F.O.C. Caravan Centre, where you will find the greatest selection of caravans under one roof, each one a masterpiece of its class; write now for your free copy of the F.O.C. service pamphlet, packed with information of interest to you.

F.O.C. CARAVAN CENTRE, 200, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open daily from 9.30-6. Sundays by appointment only. [0265]

MACKOVAN CARAVANS offer:

£195—New 17ft 6in caravan shell, complete with chassis, undergear, set window, 16in easy-clean wheels, brace operated jack also 13ft 6in model, £175-76, Brighton Rd. Suburban, Surrey. Tel. Elmbridge 3574. [0134]

WESTMINSTER caravans: prices from £190—Call 48, Old Church St., S.W.3. Flaxman 6782. [1358]

FOR all types of caravans, living or holiday, write now for our free copy of the Caravan Centre, Romsey, Hants. Tel. 284. [1756]

CCLES Alert, inspect the latest models locally at Greenhill Motor Co., Ltd., Marsh Rd., Pinner 601. [0137]

£195—New Land Schooner shells, 17ft x 6ft 6in, lined, aluminium exterior, wood flooring, six windows. [0134]

ABBEY AUTOS, rear of 44-46, Chase Side, Southgate (near Tube), Palmers Green 4540. [2116]

BENTLEY caravans, best in the West, large selection from £150 to £1,500.—Bentley Caravans, Priory Bridge Rd., Taunton [0333]

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£189—Shells complete with proprietary chassis, the finest value in the country, choice of Pullman or streamlined shape; worth your inspection. [0137]

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SOUTHERN—When here visit Metropole Garage, 536 London Rd., and see The Sprite 4-berth caravan; £199; £75 deposit, £65 monthly; 8hp tow; illustrated leaflet s.a.e. [1928]

ROYDONA caravan, the new 1948 de luxe model, £1,195. Call now for view; lantern roof tapestry, upholstery, Botagar equipment; £650.—Pollock & Peel, Ltd. 86, South End Graydon, Tel. Graydon 5158. [0004]

NEW CARAVANS

LET a "Sunbeam" brighten your life—see this superb 22ft 4-room, £258 Rollalong living van, at the South-West distributors.—The Faithfinder Caravan Co., Ltd., Tedburn St. Mary nr. Exeter. C.D.A.A. member. [0358]

BERKELEY caravans, latest Ambassador de mobile home, £950; new Courier, startling value at £450; de luxe Courier, £499; all-purpose Deputy, £425. Full particulars from Mantle's Garages, Ltd., Biggleswade, Beds. Tel. 2113. [18746]

£189—The new Kent Coast 12ft model, tubular steel frame, aluminium exterior, space for 3-berth; we can supply interior equipment as required. Particulars from makers, Coast Metalcraft, High St., Garage, Herne Bay, Tel. 356. [1364]

PRICE reductions everywhere, but before deciding see the new Esby 14ft 4-berth, sprung beds, Dinette and two single, double panelled, gas cooking/lighting, finest value in the trade to-day; £265, ex works; terms arranged.—Esby Caravans, 667-9, High Rd., Tottenham, N.17. Tel. Tot. 2303. [1978]

£130—The Parvo luxury 2-berth caravan; the optimum in compact comfort, fully equipped with gas lighting and cooking, luxury mattresses, separate lavatory compartment with Essan toilet etc.; deferred terms.—Manufacturer, John Steel, Castlefields, Bingley. May also be viewed in London. [0351]

X.L. CARAVANS, Ltd., and the finest selection of caravans for home and holidays; see the new Winsome, Craftmaster, Pioneer, Premier Regal, Peer Challenger, Willerby, Cumbrian, Weyland, Safari, Wayside, etc.; prices from £198; easiest terms.—X.L. Caravans, Ltd., Blue Star Garage, Maidenhead. Tel. Maidenhead 2747. [0189]

AS manufacturers and distributors of all leading makes of reliable caravans we offer quick delivery of Berkeley Ambassador and Courier, Invader and Cottage Westway; we can offer the most attractive hire-purchase terms and arrange delivery and sites with water and sanitary facilities; write for free copy of "Caravan" [0010]

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A FLAT on wheels—new "Challenger" 4-berth caravan with fold-up bed, stove, lavatory and gas cooker; £385; Ambassador de luxe, £550; Courier £450; Invader and Surreyuxe, quality models, etc.; hire-purchase terms and delivery with efficiency.—The Surrey Car Co. Ltd., 14, Richmond Rd., Kingston, Surrey. Tel. Kingston 6340. 100 yards from Kingston Station. [0810]

NEW luxury four-berth caravan, 18ft 6in x 6ft 9in, built on rigid chassis, sun parlour, dam, panelled, lined, calor cooker, heater and light, 4-pt. main elec. light, deep alum. sink, ample cupboard and drawer accommodation, beautifully finished, make excellent permanent home; £550.—Stanley Godfrey & Co., Onslow St., Guildford. Tel. 2212. [1475]

LONDON CARAVAN CO., Ltd., established over 27 years ago and known by world-wide reputation, as Britain's most dependable distributors and agents for caravans of unsurpassed quality, design and value: Carlight, Coventry Knight Car Cruiser, Siddall, Cheltenham Jubilee, County, Berkeley Ambassador and Courier, Dixon-Bate trailers, special purpose caravans, i.e. mobile banks, display vans, etc., as designed and supplied by us, are among the finest of their kind. [0584]

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BARNET By-Pass, Elstree 1165 and 1364, Court Mount, Canterbury Rd., Birchington-on-Sea 657. [0584]

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BURLINGHAM CARAVANS offer 1949-1950 Eccles caravans on hire for touring; a few dates, still available. [0095]

BURLINGHAM CARAVANS, Garstang By-pass, Garstang, Nr. Preston, Lancs. [9377]

MODERN caravan, 4-berth Nyetimber, Bogner Woods, gas cooker, lighting, etc.—Seager, 15, Kingsdale Rd., S.E.20. [1077]

LUDLOW, Shropshire, modern caravan, picturesque river-side site or tow, from 3 p.m.—Forster, Bromley Rd. [1999]

NORTH Wales (Conway Valley)—4-berth caravans, fully equipped (except linen); gas cooking on farms; bus routes; Lanryst, Llandudno, Snowdonia (September only)—Geo. Gillham, 131, John Wilson St., Woolwich, S.E.18. [1604]

CARAVAN EQUIPMENT

WORTH caravan and trailer chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. [0095]

OLD GRABBLEY caravan chassis, axles, jockey wheels, jockey wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. [0341]

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CARAVAN TOWING

CARAVAN removals, to or from anywhere, experienced staff; 1/- per mile.—A. C. Wells, 85, Chapel Field Rd., No-wich, Norfolk. Tel. 1952. [1952]

TRAILERS

JARVIS & SONS, Ltd., offer

JAR trailers to carry from 3 to 12cwt; prices from £25; also trailers for hire; write for details.—Morris House, Morden Rd., S.W.19. Liberty 4656. [2171]

LIGHT weight trailers for hire, carrying capacity 10cwt. [0584]

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon, Spinkpark 3477.8. [1814]

TRAILER 10cwt, with towing bar, for sale, £28; cost £70.—Stevens, Northwood 413. [1391]

PRATT trailers, 3- to 6-cwt carrying capacity, for touring, camping, farming, boating, etc.—Pratt Engineering Co., Northallerton, Yorks. [0547]

ALL-STEEL lightweight trailers from £26/10; built by trailer specialists.—Full particulars from the Steel Handtruck & Trailer Co., 9, Ethelred St., London. [1966]

CAR trailers for all purposes; send for brochure illustrating streamline 5-cwt model to Woodson Engineering (Dover), Ltd., Commercial Buildings, Limington St., Dover Kent. [1929]

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BUYING a caravan? You need "The Caravan," the authoritative and largest magazine, full of practical help. Monthly 6d from your newsagent or by post 8/1 a year from A. C. Burt, Publisher, Caravan Publications, Ltd., Link House, Store St., London, W.C.1. [0582]

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J. DAVY CAR SALES, 9, Locan Place, Earls Court Rd., W.8. Western 6493 [1955]

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1948 Ford 5cwt van, one owner; £450.

1947 Bedford 5/6cwt van, one owner; £525.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [1784]

A CLAND & TABOR, Ltd., offer:—

1938 Commer 10cwt van, just overhauled; £275.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [1541]

MORGAN'S GARAGE (HOUNSLOW), Ltd., offer:—

1944 Fordson Thames 1 l.w.b. 5-ton drop-side truck; £200.

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1941 Fordson Thames 5-ton fixed-side truck with tilt; £150.

1945 (reg.) Morris 3-ton l.w.b. drop-side truck; £165.

EX-W.D. Ford (Canadian-type) heavy utilities, 6 seats or 10cwt load, choice of 2; each £165.

MORGAN'S GARAGE (HOUNSLOW), Ltd., 730, London Rd., Hounslow, Middx. Hou. 4422 [1210]

1949 Fordson 10cwt van; £545.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1975]

BRAY MOTORS offer the following commercial bargains:—

1946 (reg.) Standard 12 van, sound body, bench-type front seats, good runner, good tyres, bargain; £185.

1938 Morris 10cwt forward control van, maroon and black, sound throughout, clean appearance, good runner; £195.

1938-9 Austin 10cwt van, black, clean condition, good runner; £225.

1937 Ford 8 cwt van, sound body, requires attention to wings and repaint, good runner, steering, brakes, etc.; £99.

1945-6 Ford 10cwt forward control van, very clean, excellent runner, good tyres (not ex-W.D.); £360.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hamstead 4950. [2207]

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1939 Ford 8 cwt gown van, literally looks like new; £295.

1939 Ford 25cwt box van, 4-cyl engine, large body, as new; £265.

1938 Morris 10cwt large bodied van, excellent, choice three from £255.

LAMBS OF WOOD GREEN have choice 30, bodies altered or rebuilt for gowns, ice-cream, canteen, etc.; all vehicles reconditioned as necessary and guaranteed mechanically; hire-purchase, exchanges.—Caxton Rd. 22, Bowes Park 4144, 4297. [1869]

CHEVROLET 15cwt truck, 4 W.D. steel body, 700 miles only; £195.—Chiswick 4737. [1961]

1949 (March) Fordson 5cwt van, painted green, no writing, 9,000 miles only; £450.

W. J. BROWN, Ltd., Main Ford Dealers, 339, Finchley Rd., N.W.3. Hampstead 4414. [8629]

1949 Fordson 5cwt van, 9,000, folding rear seat, excellent condition; £455.—Denby, Tel. Crawley 416. [1974]

1946 Ford 5cwt van, as new.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [4803]

3-5-ton Dodge drop-sided truck, low mileage; £255. (Trade enquiries only please.) [0547]

ILLMAN 10cwt van, first registered 1949 (ex-W.D. H chassis); £225.—Jacquier, Ltd., 225-7, Hammer-smith Rd., W.6. Riverside 6677-8. [1850]

JOWETT-BRADFORD our speciality: quick repairs and service; offer a second-hand bargain.—Burdin, Jowett Agency, Harrow. [0284]

1947 Fordson 10cwt van, 13,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1719]

3000 miles.—1949 (March) Fordson 5cwt van.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) [1857]

2 Fordson 15cwt trucks, perfect condition, repainted, £125 each.—Chiswick 4737. [0547]

CASS'S MOTOR MART—1948 Morris 30/40cwt van, just repainted green and black, 18,000 miles; £235; written guarantee.—5, Warren St., W.1. Euston 4115. [1915]

1949 Fordson 10cwt van, 13,000 miles; £255. [1915]

1949 Fordson 10cwt van, 13,000 miles; £255. [1915]

1949 Fordson 10cwt van, 13,000 miles; £255. [1915]

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1949 Fordson 10cwt van, 13,000 miles; £255. [1915]

This section closes for press at 10.0 a.m. on Fridays

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HATTON MOTORS. A.C. Orders accepted for delivery in strict rotation.—71, Broad St., Birmingham. [3826]

H. F. EDWARDS & Co., Ltd.—A.C. distributors for London, Middlesex and Surrey, now accepting orders for rotational delivery, including new A.C. Buckland sports tourer.—154, Gt. Titchfield St., W.I. Langham 5912. [1506]

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ARTHUR E. GOULD, Ltd., 280-292, Regent St., W.I. LANCINGHAM 1594-5.

MAIN distributors for all Allard models.
PHONE or write for details or demonstration. [0480]

DAGENHAM MOTORS, Ltd., main distributors, sales and service.—56, Park Lane, London, W.I. Regent 4866. [0150]

FULL particulars of all Allard models can be obtained from Allard Motor Co., Ltd., 24-28, Clapham High St., London, S.W.4. Tel. Macaulay 3201. [0803]

ALTA
ALTA Cars.—The Northern distributors.—William Arnold Ltd., Manchester, 13. [0758]

ALVIS
LONDON.
ALL particulars of Alvis are available at 103, New Bond St., W.I. Mayfair 8351. [0350]

CHARLES FOLLETT, Ltd.—Alvis repair specialists.
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SERVICE—12, Wellesley Ave., W.6. Riv. 1413. [0307]

MANCHESTER.—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M'c'r., 19, Rus. 2874-5. [0625]

ALVIS in Scotland, sales spares and service.—James H. Galt, Ltd., Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. May we send you full particulars of latest models? [0731]

LANCASHIRE and Cheshire, sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton, Tel. 4080, and 176, Deansgate, Manchester, Tel. Deansgate 4507. [0389]

ARMSTRONG SIDDELEY
HENLY'S, Ltd., 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire.—Tel. Blackfriars 7643. [0603]

PASS & JOYCE, Ltd., London and district distributors, for the new post-war Armstrong Siddeley car.—184-188, Great Portland St., London, W.I. Museum 1011. [0711]

ASTON MARTIN
HAROLD RADFORD & Co., Ltd., officially appointed Aston Martin retailers.—Sales and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [18229]

AUSTIN
CAR MART, Ltd., London Austin Distributors, accept orders for delivery in rotation.—297, Euston Rd., N.W.1. Euston 5522. [0851]

NEW Austin Superline, early delivery.—Pride & Clarke, Ltd., 237, Brixton Hill, S.W.2. Tel. 3664. [2119]

BREW BROS., Ltd., agents for Austin cars, sales and service.—135, Old Brompton Rd., S.W.7. Fre. mantle 3335. [0710]

L. F. DOVE, Ltd., main dealers, Austin; see the new Sherline saloon.—111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1517]

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BENTLEY Mark VI standardised 4-door razor edge sports saloon, coachwork by H. J. Mulliner & Co., Ltd., finished black.

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MANCHESTER, 8. Tel. Blackfriars 2302. [0560]

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BENTLEY.—William Arnold, Ltd.: Upper Brook St., Manchester, 15, agents and specialists. [0865]

JACK OLDING, of Mayfair, the official retailers, are in a position to offer new Bentley and Rolls-Royce cars for early delivery.—Audley House, North Audley St., W.I. Mayfair 5342. [0817]

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WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Bristol, arrange a demonstration to suit your convenience.—Tel. Ardwick 4561-7. [0058]

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BUICK.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.I. Tel. Regent 7121. [0398]

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.I. Regent 7121. [0326]

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DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2175]

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SPARES and Service: 77a, Kings Rd., Chelsea, S.W.3. Flaxman 4667. [0727]

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DAGENHAM MOTORS, Ltd., main Ford dealers, sales and service.—56, Park Lane, London, W.I. Regent 4866. [0270]

ARTHUR E. GOULD, Ltd., main Ford dealers, 290-2, Regent St., W.I. Service: Minerva House, Chelsea St., W.C.1. Museum 6073. [0656]

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines), 104, Ford Rd., Folkestone, Folkestone 51222 (2 lines). [0098]

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REQUESTS for literature and information in respect of the Frazer Nash, Le Mans Replica, Fast Roadster fourseater cabriolet and Mille Miglia models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [4165]

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KINGSTON-ON-THAMES main agents for Jowett. Javelin and Bradford vans.—G. W. Wilkin, Ltd., 1, Weston Park, Kilston 2241-2. [6630]

WIMBUSH & Co., Ltd., 35, Headfort Place, S.W.1, offer complete service and spares for Bradfords and Javelins.—Service, Sloane 0151. Sales, Abbey 8896

JOWETT main agents for Manchester.—Saxon Jeteries, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Did. 3446-5340. Spares in stock. [0422]

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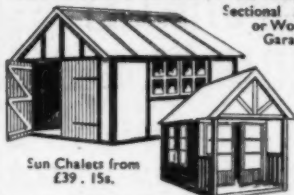
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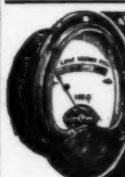
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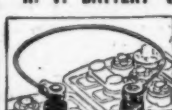
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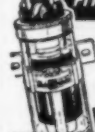
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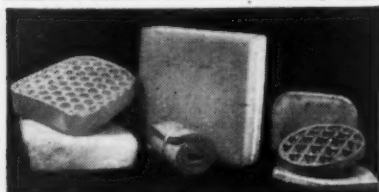


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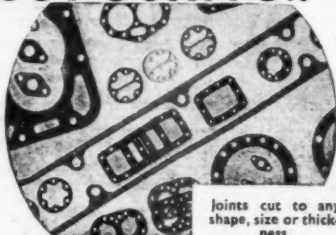
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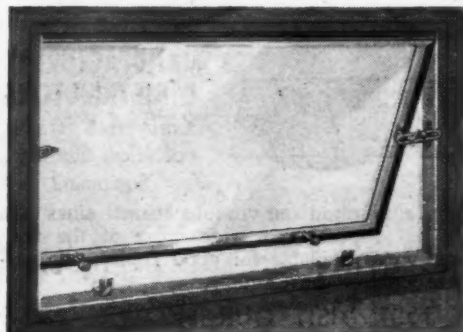
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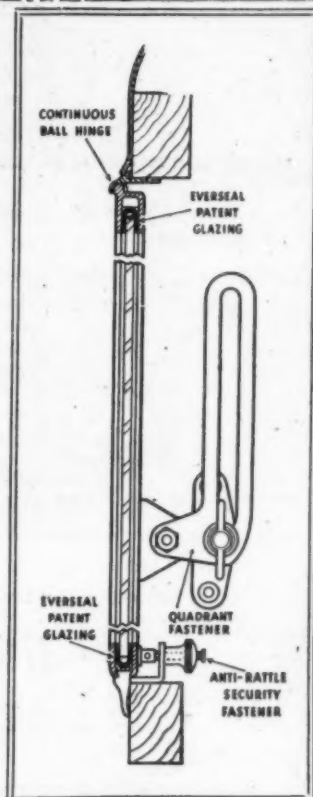
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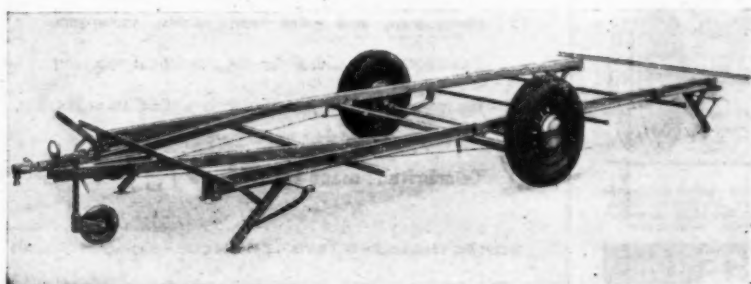
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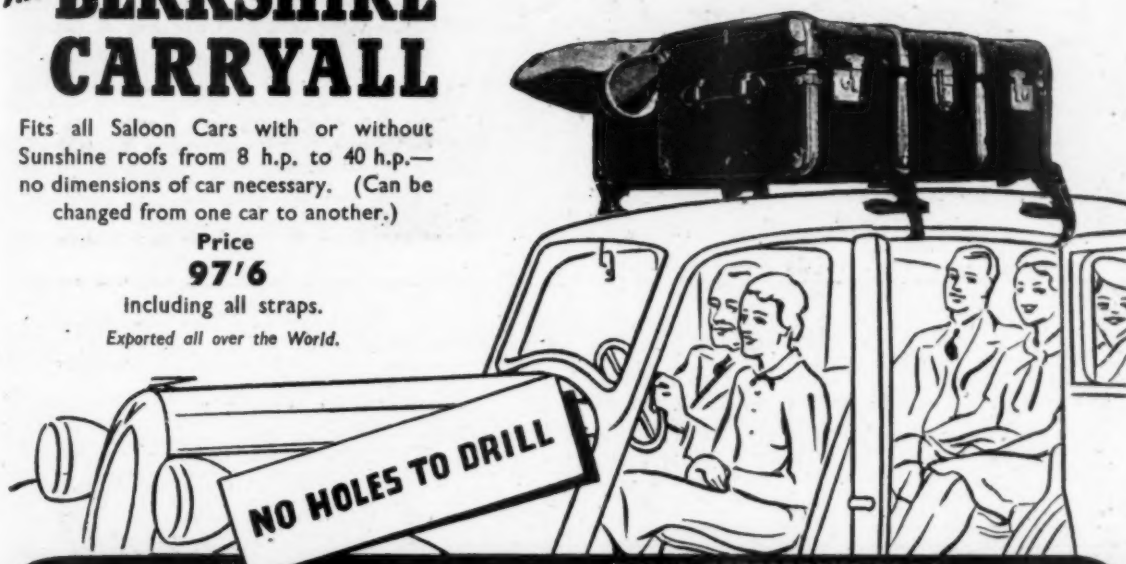
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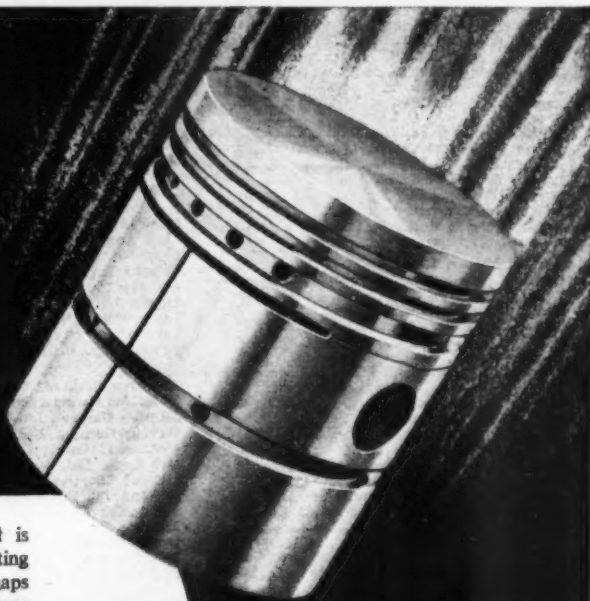
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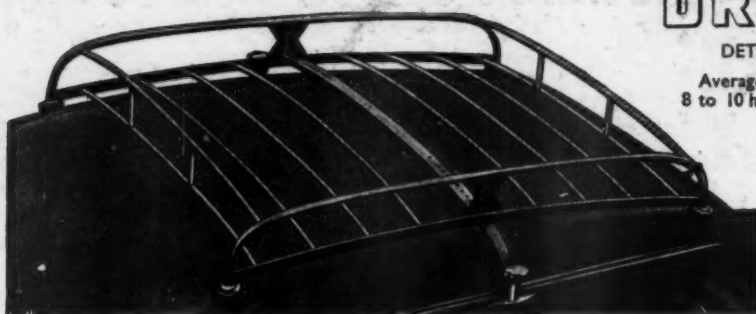


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